

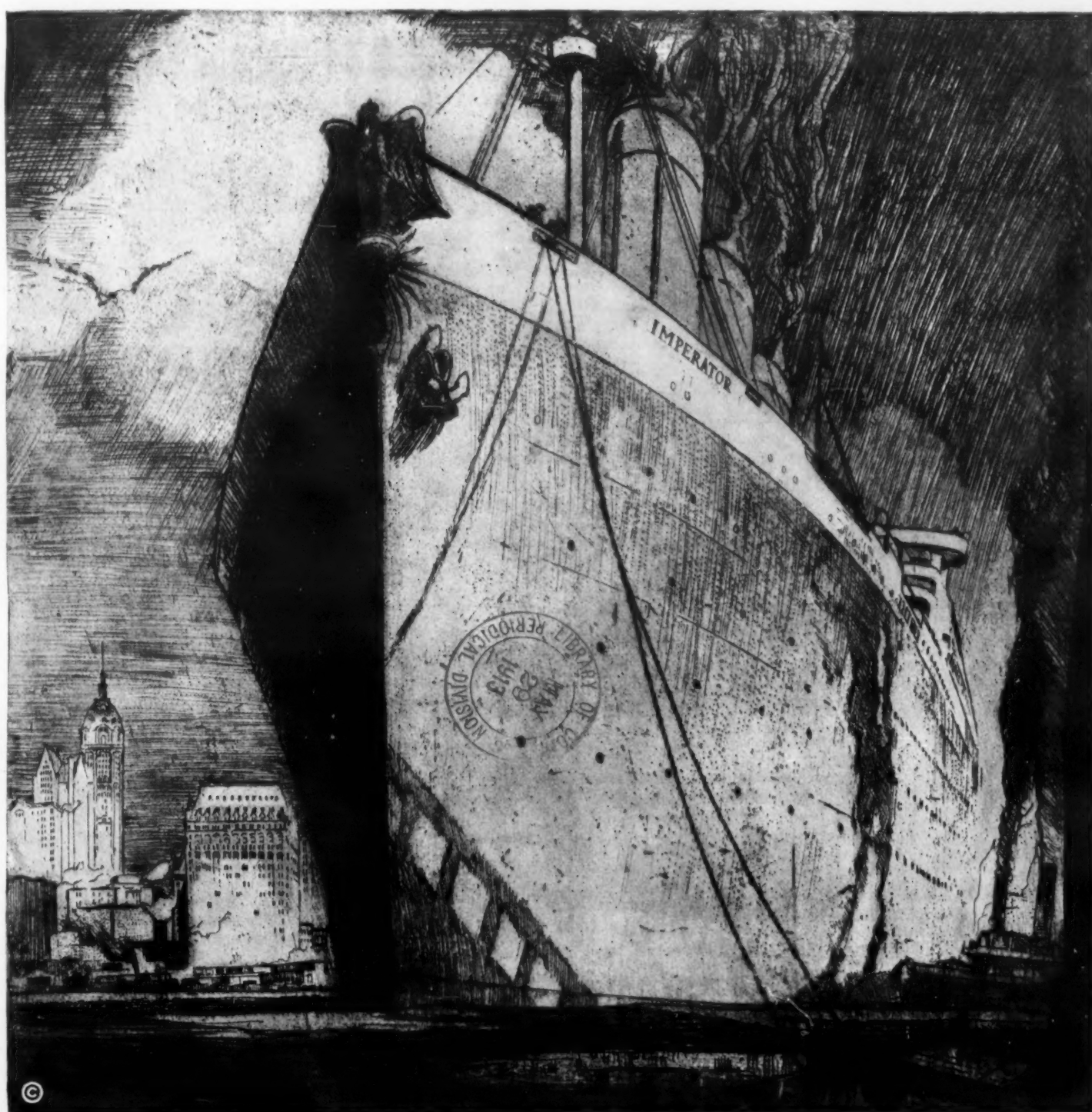
MAY 29 1913

MAY 29, 1913

PRICE 10 CENTS

Leslie's

FOREIGN TRAVEL NUMBER



FROM AN ETCHING ON COPPER
BY ARTHUR COVEY

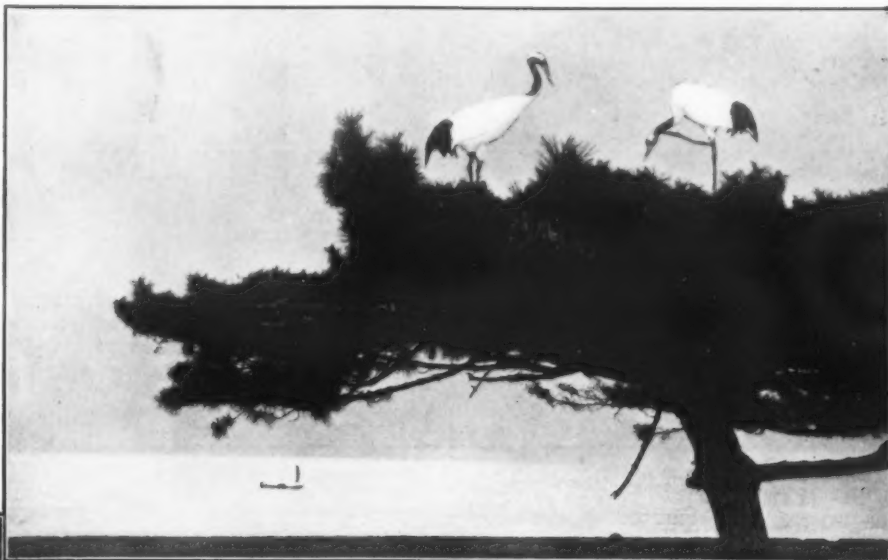


SHINTOISM IN JAPAN

The faith of Shinto is the ancient religion, with its roots deep in ancestor-worship and clan loyalty. It practically defies the Emperor and long kept him secluded from the profane gaze of ordinary people. It is to-day the state religion but its tendrils are so closely intertwined with Buddhism that no edict can separate the two. Many families are both Shintoists and Buddhists. It has been aptly called "a religion of cherry blossoms and old memories, the religion of old friends, the religion of lovers, since high among the objects of its homage is fidelity in human affection, unforgetfulness of human ties."

A Camera Trip Around the World

III. Snap-shots in Japan



THE STORK AND THE JAPANESE PINE

When the Mikado composes an Imperial poem, its theme becomes the inspiration of the best art of his Empire. His verses celebrating the stork and the idealized pine-tree led to countless artistic photographs, of which this is representative.



A JAPANESE TRUCK

Note the cheerful face of this countryman. "Tote your own load and cut out the grouch"—that is a motto of Japan.



WAITING FOR A BITE

The hat of fiber is an adequate umbrella; the picturesque coat of grass is a good mackintosh; the rest is art.



BRONZE BUDDHA AT KAMAKURA—CAST 240 YEARS BEFORE AMERICA WAS DISCOVERED
It is 49½ feet high and the 830 curls are each a foot in diameter. Three times the temple that enclosed it has been destroyed. "The image typifies all that is tender and calm in the Soul of the East."



A PERAMBULATOR

Being born in Japan without an able-bodied sister has some disadvantages—but baby sees the big world just the same!



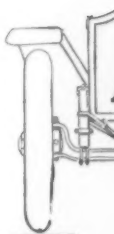
THE FURNISHINGS OF A JAPANESE KITCHEN

Simplicity and a cleanliness approaching that of the operating room of a hospital are the marks of a Japanese housekeeper. The rooms and furniture are like those of a playhouse. Native hotels have no dining-rooms, the guests being daintily served in their own rooms, with the waitress kneeling in front of the table and bowing to the floor every time she leaves the room.



"A LITTLE MOTHER"

No Japanese girl may be said to be fully dressed for the street unless she has a red-cheeked baby strapped to her back!



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5-20-13

Leslie's

ILLUSTRATED WEEKLY NEWSPAPER

THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES

EDITED BY JOHN A. SLEICHER

"In God We Trust."

CXVI.

Thursday, May 29, 1913

No. 3012

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Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

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The contributor's name and address should be on the back of every photo, and none should be sent in without full, complete and accurate description. Many photos have been rejected because of the lack of correct data. Accuracy should be the first consideration. An inaccurate statement is always challenged, and this is annoying.

The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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Some of Next Week's Features



This will be a **RAILROAD NUMBER**, with a striking cover design entitled "The Empire Builders" by D. C. Hutchison. The Contents will include the following articles:

THE RAILROAD'S PROSPERITY IS OURS, by E. C. Simmons, who has, in 57 years, built up the largest hardware house in America—the Simmons' Hardware Company of St. Louis. He ships more goods and pays more freight than any other mercantile house in the country, and he tells why he thinks the railroads should raise their rates.

A BUFFER BETWEEN THE RAILWAYS AND THE PEOPLE, by George A. Post, President of the Railway Business Association. Mr. Post represents industries with as many men on their payrolls as the railroads themselves have—about 1,750,000. With the exception of agriculture, the Railway Business Association is, perhaps, the biggest single factor in the country for good business to everybody. He and his colleagues are not themselves railroad men, and what he says about railroads will therefore be read with great interest.

THE RAILROADS DESERVE A SQUARE DEAL. The men who carry the heavy responsibilities of the railroads are very sure about this. They feel that they deserve the confidence and support of the whole country, instead of its censure. Two railway executives—Mr. B. F. Bush of the Missouri Pacific and Mr. F. A. Delano of the Wabash railroad talk straight to the point, and tell why.

THE RAILROAD MEN IN THE RANKS, by Homer Croy. The railroad man also is an empire builder and a guardian of the public's safety. Mr. Croy tells the human story of the conductor and the engineer and the switchman, and the other unknown forces that go to make up the efficiency of American railroads to-day.

AS A WOMAN SEES IT, by Edith Townsend Kaufmann. A bright helpful article about the little things that women care about.

In answering advertisements please mention "Leslie's Weekly."

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Largest S.S. Co. in the WORLD
Over 400 Ships
1,306,819 TONS



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Special Summer Rates to Oct. 1st

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and the

PANAMA CANAL

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Twin-Screw steamships *Carl*
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Delightful Summer Cruises to the

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by the large Cruising Steamers
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Newest and largest steamship afloat.
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In Regular transatlantic service
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In addition to the well known
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there is a great Ritz-Carlton a la
carte Restaurant, Ball Room, Grill
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Gymnasium.

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By Twin-Screw S. S. *Cleveland*, leav-
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135 days—\$900 and up.

Register your engagements now.
Good rooms will soon be taken.

Write for beautifully illustrated books
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Boston Philadelphia
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Trade

Mark

News of the Time Told in Pictures



TO THE NAVY'S DEAD

A flower-boat to be set afloat in memory of the officers and men of the Union Navy in the Civil War—a beautiful custom inaugurated several years ago by Mrs. A. S. C. Forbes of Pasadena, Cal.



BRITAIN AT THE GRAVE OF GENERAL BRADDOCK

Consular officials from Philadelphia and Pittsburgh visit the spot near Uniontown, Pa., where lies buried the brave officer under whom Washington served in the French and Indian War and who was mortally wounded in July, 1755. A monument will soon mark the site.



TO NINE SOLDIER BROTHERS

A simple monument at Fayetteville, N. C., in memory of nine brothers who served in the Confederate army, enlisting in 1861. The inscription reads: "Erected for Father and eight Uncles by John R. Tolar, who from the age of 15 served unenlisted in the Army of Tennessee, C. S. A., last year of war."



ANOTHER TORNADO SWEEPS ACROSS NEBRASKA

Wreckage of a home at Seward, where about a dozen people were killed and many injured. The violent wind caused much destruction in other towns in its path but in none was the death loss so great. Seward is about thirty miles from Lincoln and received prompt assistance.



THREE HUNDRED AND FIFTY POLICE FOR THREE STREET-CARS

An incident of the great strike at Cincinnati, when three empty cars were kept running for an entire day by 350 policemen in autos and on horses. The strike is now over, the demands of the workers having been met.



THESE BABIES HAVE BEEN DECLARED "PERFECT," OR NEARLY SO

Six of them were given a perfect score of 1,000 points by a corps of scientific judges, while the others were within five points of the goal. Yet most of the babies were born in the unfavorable environment of the East Side, New York.

EDITORIAL

Lest We Forget!

THE Fathers of this Nation gave it a wonderful heritage. They made our land a place of refuge for all who sought political and religious freedom.

Providence blessed this people as it has blessed no other in history. The struggling Colonies, expanding by leaps and bounds, finally became one of the greatest nations on the globe. Prosperity was unbounded and luxury was on every hand.

Then came a spirit of discontent, distrust, and envy, a demand for the upheaval of established institutions, attacks on vested rights, a development of the strangest notions of fantastic Socialism, and finally the blackhand, the bomb, the dynamiter and the assassin.

All these while a thoughtless people continued to eat, drink, and be merry. The captains of industry enjoyed their leisure on the golf links, in ocean travel, in gathering works of arts or in distributing their wealth among deserving philanthropies. While the Nation slept, the enemy was sowing tares.

Do we need a rude awakening to remind us of our weakness, our thoughtlessness, our ingratitude and folly? Is it necessary that many innocent shall suffer, that so many guilty be reminded of duty neglected, religion forsaken and the Omnipotent Hand forgotten?

Lest we forget!

Panama Changes Trade Currents

PERHAPS we ought not to be surprised that the great maritime nations of the world are showing much greater interest in the progress of the work on the Panama Canal than the country does which is building it. More than a dozen European and Japanese lines of steamers are planned to use that short-cut between the world's two great oceans. British, German and French lines have engaged docking facilities in San Francisco and other ports on the Pacific, while a Japanese company has arranged for similar privileges on the Atlantic. While the Panama route may not, and probably will not, for the first two or three years of its operation, be as busy as that by way of Suez, it is reasonably sure at a comparatively early day to surpass it in the volume of its activities.

One of the most recent of the maritime combinations which the approaching completion of the Canal has caused is that by which the Royal Mail Steam Packet Company, trading between British waters and the Caribbean and the eastern ports of South America, absorbed the Pacific Steam Navigation Company, which crosses the Pacific and trades along the west coast of South America, these two lines afterward entering into a league with the Peninsular and Oriental Navigation Company, the latter holding the leading place in the commerce of the Suez Canal. All these are British concerns, although much stock in them is owned by residents of the United States. They comprise, with their 327 vessels, of 1,676,000 tons, by far the largest steamship combination on the globe. These lines, all under the control of a single head, will be the largest single factor in the commerce of the two great canals, and their vessels will sail round the whole earth.

While the United States is not as active as its chief maritime rivals in seizing the possibilities of trade extension which our big waterway will offer, it is not altogether idle. Our coastwise steamers, of course, will be quick to utilize the advantages of the trade between New York and San Francisco and the other prominent ports of the Atlantic and Pacific, while lines to trade between our Atlantic and Gulf ports and the western coast of South America and the Orient, by way of the Canal, are projected. Within a few years after the Canal's completion the Caribbean, the "Mediterranean of the West," promises to be the center of as much trade activity as ever Europe's Mediterranean saw, and may help to make just as much interesting history in the coming time as that ancient sea ever shaped. There will be a shifting of the great routes of commerce all over the globe; and the United States, fronting on the great oceans to the east, the west and the south, will necessarily become a powerful influence in the current of the world's interests and activities.

The Limit!

THERE is a limit to all things. The business men of this country have suffered a good deal from needless, thoughtless and in some instances oppressive legislation. When they have suffered, the working masses have always suffered with them.

Capitol and labor are inseparable and the hardest task of the demagogues, who pose as the friends of "the dear people," is to make it appear otherwise.

Railroads must advance wages, but they must not increase their rates.

Manufacturing industries that have reduced the cost of living must be torn asunder on the pretext that they are in restraint of trade, while in every other country, the larger the corporation, the greater the public favor it receives.

Our protected industries are to have the protecting hand removed. In this day of "a new freedom," they must gird their loins and fight harder to maintain their position against the cheaper labor of the old world.

The working masses are told that they must become more efficient and be less extravagant and then they can get along just as well with wages approximating those that are paid abroad.

One would think that this almost reached the limit of human endurance. But there is still one more straw to be added to break the camel's back and our esteemed friend, Secretary Redfield, of the Department of Commerce, is responsible for it.

He has said a good many wise things, but his zeal has at last outrun his discretion if it be true, as stated, that he threatens to bring all the forces of his department to bear on manufacturers, who under a reduced tariff and facing the alternative of going out of business or reducing wages, accept the latter.

The intimation that any employer of labor would reduce the wages in his shop, not as a matter of business necessity, but simply to spite the tariff revisers is unworthy of any man of Secretary Redfield's standing in the commercial world.

A great many things have been said in criticism of the business men of this country by demagogues, muckrakers, and others of that class, but it remained, if current reports are correct, for Mr. Redfield to reach the limit.

The Troy Times is almost justified in concluding that "it is rapidly becoming a crime to do business in America."

West Virginia's 50 Years

THE announcement that West Virginia will celebrate the semi-centennial of her creation in the week beginning with June 15 will take most persons by surprise. She seems to be older than that. In fact, she looks as if she were here from the beginning of the country. She was, but she was part of Virginia then. When the Old Dominion seceded and joined the Confederacy shortly after the fall of Sumter in April, 1861, the loyal mountain counties of the State refused to follow the lead of their eastern and more numerous associates, but set up in statehood for themselves. Some robust attacks on the constitution were needed before this was accomplished, as that charter made the consent of the parent state essential to the separation, and that consent, of course, could not be obtained.

But those were revolutionary days, and extra-constitutional methods were sometimes resorted to for the accomplishment of things deemed to be needful for the preservation of the Union. Moreover, the large end of the former State had gone through the form of separating from its old neighbors of the North and West, and had joined the Southern regime, and thus had no right, according to loyal men, to ask the constitution's protection. By this means a government was founded by the people of the western counties claiming to be that of the entire State of Virginia, that government sanctioned the separation, and thus the independent State of West Virginia made its advent in 1863, the exact date of its birth being June 19. It was promptly recognized by Lincoln and Congress. To-day it is one of the most alert and progressive of all the commonwealths.

West Virginia contributed many thousands of soldiers to the national armies. On her soil were fought numerous battles. But it is of peace and its triumphs that the people of the battle-scarred State will be thinking during the six days' celebration of her coming semi-centennial. She will make the greatest display of the conquests of invention and science ever seen on any occasion in the Ohio valley. The celebration will attract national attention. All the great railways connecting with that point are booked to give special low rates to Wheeling during the observances. Great military and civic displays will be seen, in which the President of the United States and the Governors of many of the States will participate, historical fireworks prepared for the occasion will be set off, and an electrical pageant

The Nation's Dead

Beside the army of her dead
Once more the Nation stands,
With banners waving at her back,
And blossoms in her hands.
With equal love and grief and pride,
Impartially, to-day
She drops her roses and her tears
Upon the Blue and Gray.
Forgotten are the years of strife,
The cause they lost or won,
Each sleeper in the silent tents
Is her beloved son.
The uniforms are ashes now,
The swords and guns are rust,
But Memory's eternal green
Is rooted in their dust.

Minna Irving

will take place giving the history of the State in a series of grand, luminous pictures. A unique feature of the whole celebration will be the commemorative service at noon, comprising talks, music and singing, reenacting, though, of course, on a vastly grander scale, the events of June 20, 1863. For the moment the railway, telegraphic and telephone services all over the State will be under the control of the government at Wheeling, and from that point the sounds of jollification will go out so that the people of the whole State, broadly speaking, can hear them without leaving their homes.

On nothing like scale has such a feat been attempted anywhere in the world until this time. Wheeling will be a good place to be in on those halcyon June days.

The Plain Truth

BBROWN! Georgia has an outspoken Governor. His name is Joseph M. Brown. He believes that the law is made for all alike, not for the masses and not for the classes. In a recent speech, he said that those who execute the laws are "not amenable to mass meetings" nor "under the coercion or control of gallery demonstrations, newspaper editorials or letters from influential citizens who differ with the makers of the statute." He declares that the state of Georgia "allows preference to none and tolerates prejudice against none." He points to Iowa as an object lesson in these striking words: "I point you to Iowa, which, formerly one of the most progressive of American Commonwealths, during the past census decade led practically all her sisters in the crusade against capital invested in transportation lines. Result, the census figures for 1910 show that her aggregate population in 1910 was absolutely less than in 1900!" Let the people rule!

SERIOUS! The haste and carelessness with which newspaper work is done was recently disclosed by a journal in one of our leading cities. In an article printed for its Sunday readers it gave a cure for carbuncles. It advised the taking of carbolic acid in doses that would have instantly proved fatal. The writer of the article meant to use the word "sulphuric" instead of "carbolic" acid. A physician called the attention of the editor to his mistake and he hastened to correct it. But no one knows how much damage may have been done before the correction, nor how many who read the original prescription will never read the correction? Doesn't this emphasize the need of greater care in the editing of our newspapers? Doesn't it justify the assertion that mis-statements about public men and measures are often made by half-baked, thoughtless and inconsiderate writers having access, unfortunately, to the columns of influential journals?

WAGES! Do working men really approve legislation limiting the hours of employment? Would they not rather settle such matters for themselves and according to their own circumstances? This is a fair question. It is said that, during the past year, a number of workmen have left the employ of the U. S. Steel Corporation because they objected to the rigid observance of a six-day week and preferred to go to places where they could work seven days whenever they desired to do so. Many women are objecting to legislation which seeks to fix the minimum wage rate. They feel that if such a law is enforced, it will lead to the substitution of men and boys for places women now fill. The question of wages and work deserves the careful attention of every workingman and woman. So does the question of tariff reduction. According to the report of the U. S. Steel Corporation, the wages it now pays ordinarily and to skilled workmen are the highest in the history of the industry. Last year this great institution distributed the enormous amount of nearly \$190,000,000 among over 220,000 employees. Stop and think of what these figures mean. What would be the effect if the tariff smashers should interfere with the prosperity of the iron industry! The workingmen of this country will have themselves to blame if they do not think of this matter in time and if they do not appeal to their members of congress for such protection as American wages and American working hours are fairly entitled to.

"PURE SHOES"! Within a year "pure shoe" bills have been introduced in about a dozen and a half State legislatures. Under the plea of protecting the public from fraud and giving them the best shoe for the money, these bills require that a list of all materials other than leather used in the making of shoes shall be stamped upon them. The Legislature of Louisiana passed such a measure last summer, but the courts of the State sensibly have declared it invalid and unconstitutional on the ground that it was "an unwarranted use of the police power, as well as an annulment of the right of contract, in operation calculated to increase the cost of shoes with no advantage whatever to the consumer." The use of substitutes for leather in certain parts enables manufacturers to produce a shoe giving a maximum amount of service at a minimum cost. The use of substitutes, the scientific utilization of by-products, as the shoe manufacturers point out, is in line with the conservation of our natural and economic resources. When this process gives a superior product or one equally good as before, it ought to be most heartily commended. Pure leather composition for shoes would increase the use of leather and advance its price, and the price of shoes, without giving the public a better product. Shoes already cost enough without forcing the price higher.



Nikrent—"Case"

Staging 1913's Ter- rific Speed Contest at Indianapolis

By HAROLD WHITING SLAUSON



Goux—"Peugeot"



Wilcox—"Fox"



W. Endicott—"Case"



Herr—"Stutz"



Adams—"Smada"



Tetzlaff—"Isotta"



Mulford—"Mercedes"



DePalma—"Mercer"



Guyot—"Sunbeam"



Trucco—"Isotta"



Pilette—"Mercedes-Knight"



Knipper—"Henderson"



Clark—"Tulsa"



H. Endicott—"Nyberg"



Zuccarelli—"Peugeot"

E. C. Patterson,
Publisher-Sportsman and owner
of the Mercedes-Knight Entry

Disbrow—"Case"



Merz—"Stutz"



Bragg—"Mercer"



Burman—"Keeton"



Jenkins—"Schacht"



Liesaw—"Amel"



Anderson—"Stutz"



Grant—"Isotta"



Wishart—"Mercer"

THE stage is set; the actors are ready; their "properties" have been tuned up to that concert pitch that, to the ear of every automobile driver, is true music—the roar of a well-timed and powerful unmuffled exhaust; the spectators to the number of a hundred thousand are preparing to throng the gates and fill the mammoth grandstands to overflowing; nothing but unfavorable weather conditions on the morning of May 30th can postpone what gives every promise of being the greatest speed event of the automobile racing history—an event that has become of far deeper international importance than the famous Grand Prix of France.

Thirty-one cars entered in a contest that involves a grind of two hundred times around a two and one-half mile oval track—five hundred miles in all; eight of these contestants the pick of the speed creations of Europe; one of them a car that has a reputation of having maintained a speed better than one hundred and seven miles an hour for sixty minutes of sustained running; another the speed demon that, through good fortune at the replacement pits, was in the lead of the winner last year, until an accident to the motor put it out of the running on the very last lap!—is it any wonder that the eyes of the entire motoring and sporting world are turned toward Indianapolis?

Notwithstanding the fact that the size of the motors has been restricted within closer limits than was the case last year, it is expected that high speeds will mark the times of the winners. Last year the total cylinder volume allowable was 600 cubic inches; this year it has been reduced to 450. But high speeds must, of necessity, be maintained to better the marvellous record of last year. The winning car at that time maintained an average of 78.72 miles per hour throughout the entire five hundred miles—including delays for fuel and oil replenishments and tire changes. Eliminating these delays, the average speed for the actual running time for the five hundred miles was 81.72 miles per hour. The fact that one of the foreign entries is credited with having covered 107 miles in an hour need not necessarily cause apprehension on the part of patriotic Americans. It is an entirely different matter to maintain this speed for a period of five or six hours, and in an event of this kind, the race is to the enduring, rather than to the swift.

The unusually large list of foreign entries is composed of an English car, two French, two German, and three Italian makes. Every one of these has earned an enviable reputation in the country as a "space eater," and all can be relied on to give a good account of themselves. Of

these foreign entries the German Mercedes-Knight is provided with the smallest power plant, the four cylinders possessing a displacement of but 250 cubic inches. Added interest is lent to this entry from the fact that the motor is of the sliding sleeve type that has proved popular on many pleasure cars. This marks the first entry of this type of motor into an important race in this country, however, and its performance will be watched with interest by engineer and layman alike. One of the American entries is also provided with the same type of motor.

The largest of the foreign cars are the three Italian Isottas, each of these having a displacement of 443.86 cubic inches. This displacement is exceeded by over five inches, however, by two of the Case cars that measure within one inch of the maximum of 450 cubic inches. The smallest car on which figures are available is the Smada, which measures but 192.4 cubic inches of piston displacement. It is interesting to note that there are but three six-cylinder cars entered in the contest.

Successful as was the race last year, the entries for the 1913 event closed on May 1st with seven more contestants in the list than crossed the starting tape a year ago. The same rules and precautions governing the conduct of the

(Continued on page 582.)

People Talked About



MISS EMMA ANDERSON



MISS LOUISE TILLMAN



MISS MARGARET TROUSDALE



MISS LOUISE WITHERSPOON



MISS CORRINE WADDEY



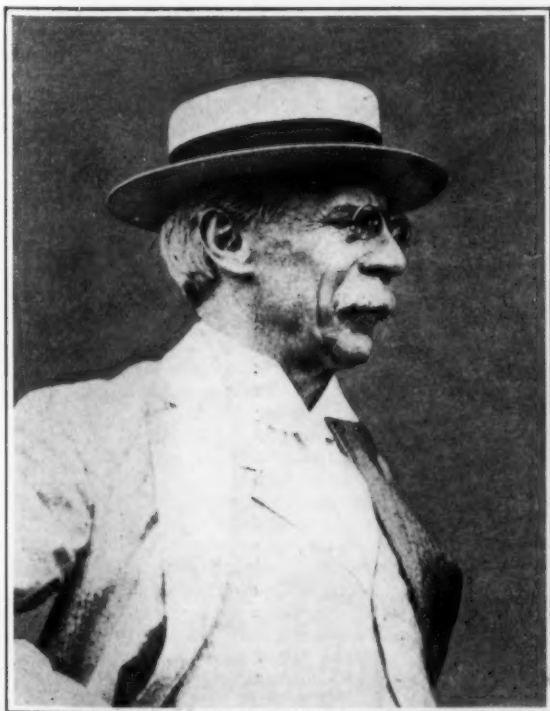
MISS ELIZABETH HAIL



MISS MIBREY KIETH

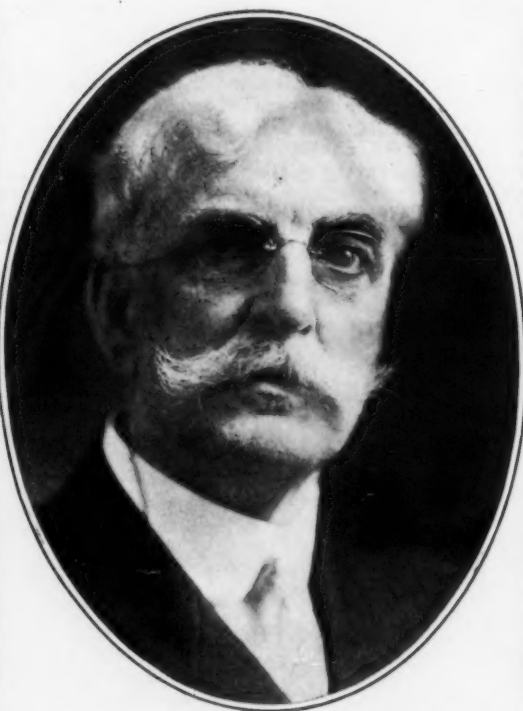
Types of the South's Fine Young Womanhood

Seven of the nine beautiful girls in Nashville (Tenn.) society who acted as the muses in the recent Greek pageant presented in their city.



OUR NEW AMBASSADOR TO JAPAN

George W. Guthrie, of Pittsburg, Pa., who was recently nominated for the position by President Wilson. Mr. Guthrie was formerly Mayor of Pittsburg where he gained wide repute as a reformer. During his mayoral term he kept the regular politicians uneasy.



A JOURNALIST MADE GOVERNOR

J. F. A. Strong of Juneau, Alaska, who succeeds Governor Clark as Chief Magistrate of that territory. Mr. Strong went west 30 years ago and was a pioneer newspaper man in the far North. He founded and still owns the "Alaska Daily Empire" published at Juneau, the capital of Alaska.



CHOSEN FOR COLLECTOR OF NEW YORK

John Purroy Mitchel, President of the Board of Aldermen in New York City, who was appointed to succeed Collector Loeb. Mr. Mitchel some time ago attracted much attention while acting as mayor of New York. He has been prominently mentioned as a possible candidate for mayor.

The Joys of Ocean Travel

By Harold Christie

CHARLES DICKENS came over to America in 1842, and he had the best the ocean could afford. He came on the *Brittania* and it took him fifteen days to make Halifax. Now a ship makes it in four. This is what he says in his "American Notes" about his stateroom:

"The stateroom would not contain our two portmanteaus (which could no more be got through the door than a giraffe could be forced into a flower-pot). Some friends tried to come in but crushed their faces into all manner of shapes by endeavoring to squeeze them through the small doorway. By nearly closing the door and twining in and out like serpents we could manage to insinuate four people (two besides ourselves) into our stateroom all at one time. I do believe there was never anything so small made for sleeping in except a coffin."

If Dickens could make that same trip to-day, he would

Chicago, for instance, are obtainable in Bombay. When the hold is filled with ice cream, grapefruit and choice chops, joy rides on an easy wave.

The largest ship in the world, and the finest, will dock in New York some time in June this year. If Dickens could see the imperial suite on this ship, it would take his breath like a cold shower. This private suite is as well fixed up as an apartment house. It has two bedrooms with a private bath for each occupant; a breakfast room (called the *salon*) and a trunk room. This trunk room is quite an idea; it saves you the trouble of going to the hold to get into your baggage. Dickens couldn't get his two portman-



The ladies' salon is also a music room, where an orchestra of real artists provides entertainment at afternoon tea and in the evening hours.



The modern liner has plenty of deck-room, with quiet nooks for mother and the baby.

(Photographs by Frances B. Johnson and others.)



Smaller tables in the regular dining-rooms is the order of the day now. This enables families and groups of friends to be homelike even while at sea.

hardly believe his eyes. For that matter, the average traveler crossing the ocean for the first time in one of the better ships is constantly amazed at the comforts and luxuries that are his.

The wireless is old—that is, it is five or six years old. Anything that is six years old these days that has to do with traveling is a bit antiquated. With the wireless working above, a traveler is just as much in touch with the activity of the world as though he were in his own office.

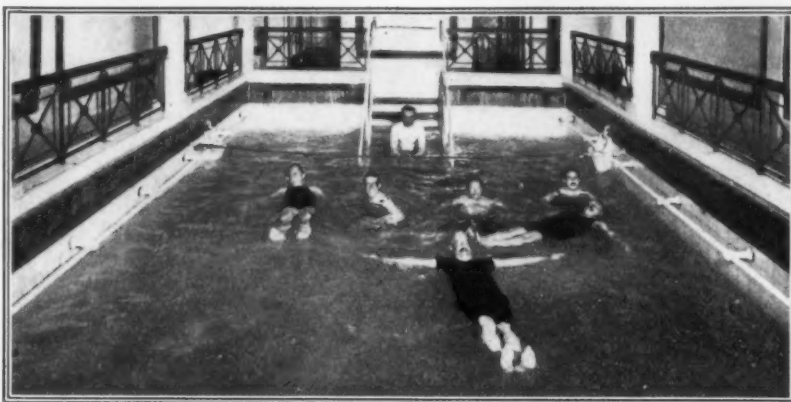
Inventive genius has given us nearly everything possible to make us safe at sea. It is now expending itself in the direction of comfort. The ships are being made larger each year, but it is a significant fact that they carry no more passengers than they did a few years ago, the extra amount of space in the ships being given over to comforts and luxuries. The largest ocean-liner in the world carries only 850 cabin passengers, while many of the older ships accommodate 200 more.

Much of the extra space is being given to deck room so that a traveler can have plenty of room for his deck chair and a spacious board-walk for his promenade. Some of the staterooms have their own private decks so that there is no danger of somebody coming and standing in front of them. All kinds of games are played on deck, and there are scores of pastimes to keep the traveler's eyes bright from port to port.

When Dickens came over to America seventy-one years ago, there was one large table in the dining-room for the passengers. The first officer sat at the head, carving the turkey with all the grace he could command between lurches of the good ship, trusting to Providence that the gravy would not slop over. The passengers sent their plates along the line and waited for their helping. To-day the dining-room of a large ship looks like the dining-room of a fine hotel. It is just as exquisitely appointed and has every good thing to eat that can be found on land. In fact, one of the new ships has a restaurant named after a famous one in New York and the two keep in touch by wireless so that the menus, day by day, are the same. Think of having your dinner arranged by wireless—your macaroni by Marconi!

The dining-room is divided up into a number of small tables, so that you can have your own party, with only half a dozen of you, with your own waiter, instead of sitting at a long table and passing your plate as Dickens did.

The development of the wonders of cold storage has



There is no luxury at sea that surpasses that of the swimming pool. It is filled with salt water and heated to the right temperature. At certain hours it is reserved for the exclusive use of lady passengers.

done more than any other one thing to make life on the ocean wave one long round of joy. Cold storage gives you the best in the world to eat, and every day of the year. A world traveler was telling me the other day that he had eaten grapefruit every morning all around the world. The ship on which he sailed put in a large amount of ice cream made in New York, and one hundred and ten days later, when he arrived in San Francisco, he was still eating New York ice cream.

Fit meat is impossible to get in the tropics. By means of cold storage the same choice cuts you would get in

teaus into his stateroom, but on this ship this suite has a trunk room all of its own. On top of this it has its own deck and private view of the ocean. You can lean back in your wicker chair and gaze in peace and contentment at the majestic sweep of water, knowing that no large party is going to get between you and the ocean.

Comfort is the word written in capitals over the cabin door of a modern steamship. After the ship people, by means of their cold storage, feed you and get your stomach at ease with the world, they look after your sleeping provisions. Fill a man's stomach and give him a good place to sleep, and the smiles clinch themselves on his face. One of the ways by which this is obtained is by giving him a wide, comfortable bed.

The newest idea in furnishing a city apartment is to have a double-deck bed, one bed above the other, like berths on a Pullman, so that they won't take up so much room. This was the way the staterooms were arranged, but the newer ships are doing away with the acrobatic bed—that is, where a person must be something of a gymnast to get his ear on the upper pillow. They are putting regular beds in their place in the new ships. In the first cabins of the modern liner, the word berth is obsolete; bed has taken its place, and all travelers are willing to throw up their hats at the change.

The ship owners certainly insist that you keep clean when you are traveling with them. One of the recent model ships has 220 bathrooms. One of the newest wrinkles is the Pompeian bath. If you have a good, well-oiled imagination, you can imagine yourself back in Rome 2,000 years ago, taking off your toga for a plunge with Scipio during the Second Punic War. This Pompeian bath has pillars, marble staircases, bronze outfittings, and cascades of water shimmering down until you can hardly stand still for wanting to get in and try your new overhand crawl stroke. The pool is 29 feet wide and deep enough at one end to dive off. Nearly all the new ships have swimming tanks, but without Roman trimmings. A swimming tank takes up a lot of room, but it is something that can be enjoyed by everybody. This is one reason why, as ships keep getting larger, they carry no more passengers.

Tired of the deck you can go inside to the library, where they have the best books to choose from. Many of the ships select one thousand of the best novels, so that the ship's library is a house of a thousand best-sellers. From here you can go to the

(Continued on page 582.)



The "cock fight" is one of the forms of deck sport. With hands clasped about the knees and tied, the contestants are further embarrassed by the stick thrust under the knees. The game is to butt the other fellow out of the circle.

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The Brixlegg Passion Play of 1913

Advance pictures of rehearsals already in progress at Brixlegg, in the Austrian Tyrol, where the Passion Play is produced every ten years, as at Oberammergau

Photos by Olga Baillie-Grohman



THE SCENE OF THIS SUMMER'S PASSION PLAY

The little village of Brixlegg, in the Austrian Tyrol, not far from Oberammergau, this year furnishes the setting of a reverent portrayal of the sufferings of the Founder of the Christian faith. The re-enactment of the world's greatest tragedy draws crowds from all parts of the globe every ten years to witness the revival of the Passion of The Man of Sorrows.



THE GREAT TEACHER OF MEN

To Michael Schrafl, a devout Christian and carpenter, falls the honor of impersonating the Christ, whose life has been the example of millions through the centuries. He has been studying the part since last fall, since which time his hair and beard have remained uncut.



VERONIKA MAYER AND HER SISTERS

A little homely incident in the daily life led by the girl who has been chosen for the Virgin's part. One of the requirements of the actors of the Passion Play is that their lives must be as nearly ideal as circumstances can make them. It entails many sacrifices that tend to beautify these humble characters.



THE BEAUTIFUL IMPERSONATOR OF THE VIRGIN

Veronika Mayer, daughter of a copper worker, a sweet-faced peasant girl, has been chosen for the sorrowful part of The Mother of Christ. For months before the production she must rehearse to give this part the beauty that love, dignity and sorrow lend to The Holy Mother.



CAIAPHAS, THE HIGH PRIEST

Another simple villager in the robes of the High Priest of the Jews, before whom the Christ was led after his arrest in the Garden of Gethsemane, just before the Crucifixion.



"JUDAS ISCARIOT, WHO ALSO BETRAYED HIM"

The undesirable rôle of the Betrayer of innocent blood has been allotted to Brixlegg's fisherman, who was selected years ago on account of his ruddy hair and beard.



THE VIRGIN AND MARY MAGDALENE

A scene in the play where the woman from whom Christ had cast out seven devils, and to whom He revealed himself after The Resurrection, is shown with The Mother of Christ.

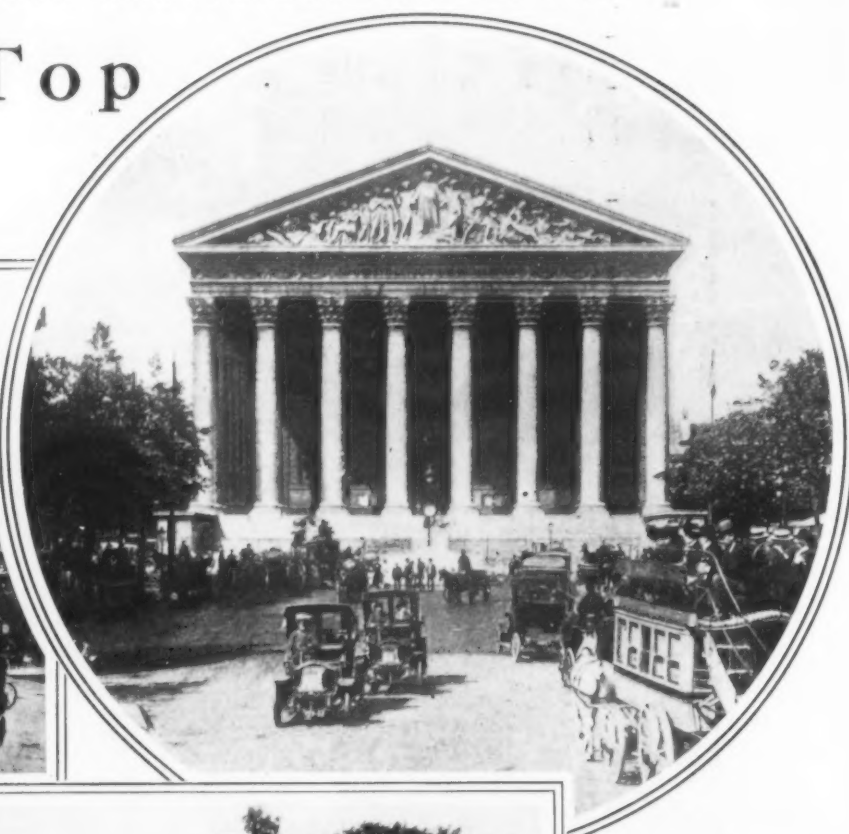
Paris from the Top of a Bus

By MRS. C. R. MILLER. Photos by the Author



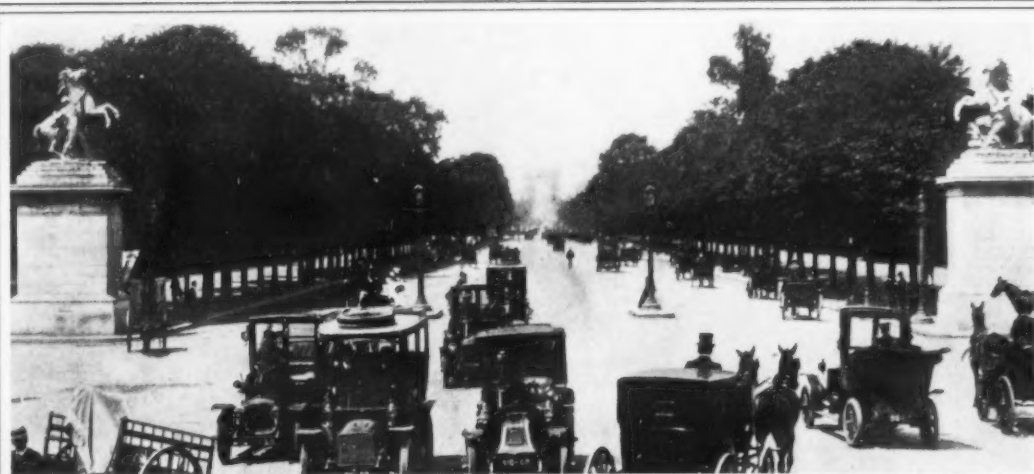
THE PLACE DE L'OPERA

"I know of no better way to get the plan of Paris than from the top of one of these vehicles, even if you do not care for this plebeian fashion of traveling. It is well to get your bearings before making use of a cab."



THE MADELAINE CHURCH.

"The three-horse bus marked 'Madeleine-Bastille' will carry the traveler through the main artery of the city from end to end—this great street, so full of historic associations and one of the most interesting in the world."



ON THE CHAMPS ELYSEES

"Take your guide-book, study the places as you pass, and mark out those you wish to visit. It will not cost much and you will see and appreciate the world's most beautiful city beyond your wildest expectations."

equally well placarded the passenger who does not speak French can get about with less difficulty on the bus than in a cab or auto where one must give the driver instructions. For the traveler whose money is limited the bus proves a special blessing as the whole of the city proper can be seen from the top of these carriages for about forty-five cents, and viewed much more thoroughly than from the higher-priced vehicle. One does not have to contend with overcrowding, for as soon as all the seats are occupied the sign "Complet" is displayed and the bus will take no more passengers until a place is made vacant. This causes little delay in getting about, for these conveyances run frequently.

One of the oddest rules in Paris is that when the bus reaches the end of its route all passengers must leave the vehicle, and you must step out on the ground even though you wish to return at once by the same carriage. I have seen Americans again and again try to argue this rule out with the conductor, but in the end they were compelled to dismount, and in most cases re-mount at once as the argument had lasted until it was time for the bus to start on its return trip.

I know of no better way to get the plan of Paris than from the top of one of these vehicles, even if you do not care for this plebeian fashion of traveling. It is well to get your bearings before making use of a cab. As for myself, I have always found Paris from the top of a bus one of the really interesting ways of seeing the city, and every time I visit that attractive metropolis I spend at least a day studying its wonderful sights in this fashion. Any number of interesting places may be seen in this manner—even French history may be studied, for the buses run through the places where the most stirring scenes of the French Revolution were enacted. The three-horse bus marked "Madeleine-Bastille" will carry the traveler through the main artery of the city from end to end. This great street, so full of historic associations and one of the most interesting thoroughfares in the world, changes its name at several points and finally ends at the site of the famous Bastille of which not a vestige remains.

On this trip the world-famed Opera House is passed, shops of every variety, famous restaurants, and the old Arc de Triomphe built by Louis XIV. to commemorate the crossing of the Rhine by his troops. It was used as a gate to the Rue St. Denis—a long street which ends at the little town of St. Denis. This whole boulevard is a never-ending picture of the blending of the old and the new Paris. At the Bastille you may return by another route by taking a bus marked "Place Wagram-Bastille." This course leads past the Central Market where the husky porters with their heavy burdens prove an interesting spectacle to the American.

The bus marked "Batignolles-Jardin des Plantes" is



A BUS AT THE PALAIS ROYAL

"The cheapness of the cost is no argument against the mode of conveyance, and the character of the people with whom you come in contact adds to the interest."

THE American traveler bent on sight-seeing and interested to study and learn something of the life and bustle of the great French metropolis should not overlook what can be seen and enjoyed from one of the numerous omnibuses and trams which traverse all parts of the city. It is true that the fare is cheap, it is also true that in many instances the poorer classes of the city are your fellow passengers, but certainly the cheapness of the cost is no argument against the mode of conveyance, and the character of people with whom you come in contact adds to the interest and value of the journey. These buses are fairly comfortable except for their zig-zaggy course and rickety motion at times, both of which are soon forgotten amid scenes which are so varied and ever-changing in interest and wonder. All the buses have seats on the top of the carriage and it is there one should go to see the outdoor life of the people and to watch and study the kaleidoscopic views of the real scenes of that splendid city. Down and across the busy boulevards, along the Seine, into the Latin Quarter, and through the "old city on the Island" these vehicles go, and every part of the French capital may thus be reached.

The fare for a seat on the "Imperial" (top) is fifteen centimes (three cents). There is a system of transfers known as "a correspondance," but these are only given with the thirty centimes fare which is charged for the inside of the bus. From this section of the vehicle very little can be seen of the streets, so it is far better to travel second class and pay fifteen centimes on each bus. The trams stop only at fixed points, while the auto-bus which runs on the splendid Champs Elysees will take on and discharge passengers only at such points as are marked by a white ring around the lamp-post. The horse buses will stop at any corner. They are plainly marked with the names of the places to which they go, and as the streets of Paris are



A TRAM CROSSING THE SEINE.

"You cross the Pont au Change to the Island, where the bus runs close to the great Notre Dame Cathedral, and it then again crosses the river and passes the big wine market."

one of the longest runs in the city—down the broad Avenue de l'Opera, a creation of the sixteenth century, past the Louvre shops, and down the Rue de Rivoli with its fascinating jewelry stores, and past the statue of Admiral Coligny, one of the first victims of the Massacre of St. Bartholomew. Farther on you cross the Pont au Change to the Island, where the bus runs close to the great Notre Dame Cathedral, and then it again crosses the river and passes the big wine market and comes to the Jardin des Plantes—a wonderful old garden filled with magnificent trees where a rather inferior menagerie is exhibited.

There are at least a dozen other routes of which I might write, all equally interesting and leading to such places as the Rue Royal with its smart millinery shops and its fashionable cafes, past the splendid Marley Horses in bronze which guard the entrance of the Champs Elysees, up through this magnificent avenue to the new Arc de Triomphe, around the Place de la Concord with its wonderful fountains and its famous Luxor obelisk, past historic old churches and strange palaces, catching here and there a glimpse of the great Montmartre district with its gay play houses and its splendid Cathedral of the Sacred Heart.

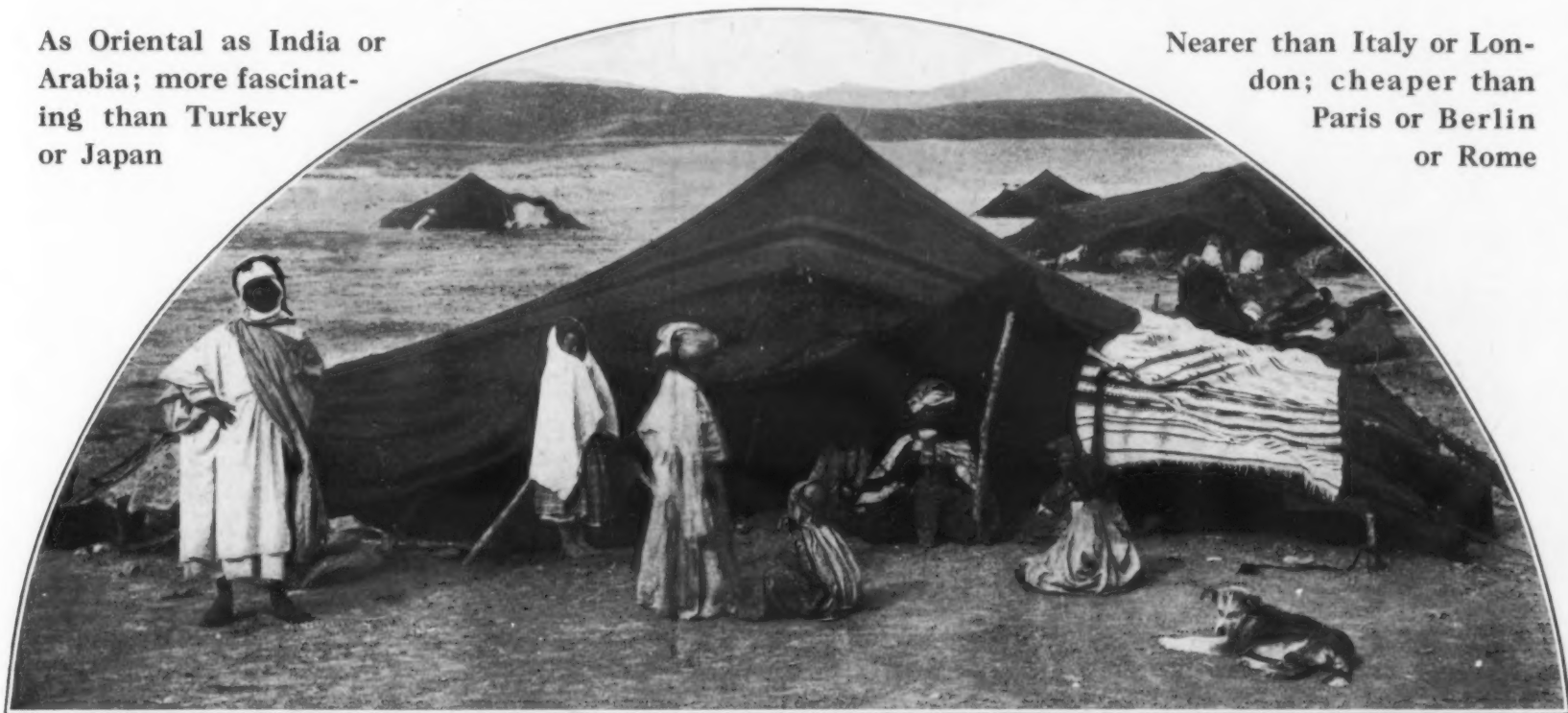
When on your vacation abroad try seeing Paris from the top of a bus on a bright day. Take your guide-book, study the places as you pass and mark out those you wish to visit. It will not cost much and you will see and appreciate the world's most beautiful city beyond your wildest expectations. You will also have an opportunity to study all conditions of the people. The characters in the books written by Victor Hugo and Alexander Dumas will become living beings after such an outing. The stirring scenes of French history will come back to you with wonderful vividness, and in imagination you will see re-enacted the great events which reflect the nature of the populace of this remarkable city.

The African Shores of the Mediterranean

By EDGAR ALLEN FORBES, Author of "The Land of the White Helmet"

As Oriental as India or Arabia; more fascinating than Turkey or Japan

Nearer than Italy or London; cheaper than Paris or Berlin or Rome



The sand-dunes of the Sahara and the goat's-hair tents of the Bedouin are no farther from Sandy Hook than are the docks of Liverpool or the peak of the Matterhorn.



The daughters of the desert are not always fair, but they are always different!

IT costs as much to go to Spain (the nearest of the European lands) as to go to the land of the Moor. For the price of a ticket to Naples, you may land at Algiers, within a day's ride of the Sahara. And you may roam all over the lands of the Moor and the Arab for much less than you can get along with amid the commonplaces of Europe. But, all question of expense aside, it is what you see that makes the soul long again for the incomparable panorama that has the blue of the Mediterranean on the one hand and the golden yellow of the desert sands on the other. For instance—

The sun drops behind the date-palms in a blaze of gold and pink and lilac that sets the desert horizon ablaze. The curtains of the night drop—that weird, fascinating night of the Sahara—and the moon slips up from out of the sea of sand. You steal away from civilization, past the closed shops and bazaars, and wind your way along rough-paved streets until you come to the market-place. From the right quavers the unforgettable music from the narrow street of the dancing-girls of the Sahara; from the left calls (in Arabic) the metallic voice of the phonograph in front of the *Cafe Arabe*.

To the left you turn and sit you down beneath the desert stars at a rough table where Arab coffee is served, black and thick and sweet. Around you sit half a hundred followers of the Prophet, shrouded in burnouses like cowed monks. Some are town-dwellers, out for a night of it; but many are sun-baked sons of the desert celebrating the safe transit of their caravans across the trackless dunes. To you (the one inharmonious Western feature of the scene) it is a chapter out of "The Thousand and One Nights."

You pinch yourself and ask if it be true that only yesterday you landed from an ocean liner; evening dress seems thousands of miles away from this oasis city of the Sahara.

You sip your coffee in quiet peace, for the men of the desert are a courteous race, except in a fight. When you have ordered a second cup, an ancient patriarch with a grey beard steps out of the Book of Genesis and salutes you with grave and courteous dignity.

"Salaam 'aleikum!" you murmur, for that is all the Arabic you know.

A benediction from the Koran comes back to you, in gutturals from some subterranean cavity.

"Est-ce que vous parlez français?" you ask, motioning him to a seat.

Yes, a little; and he begins a cautious conversation in the language of his French conquerors. You magnanimously signal to the waiter to bring your guest a coffee—and presently discover that the ancient landmark owns the whole establishment! The hands of the clock swing around unnoticed as the voice of the East interprets, in the halting tongue of the West, the strange scene into which a kindly fate has dropped you. As you listen, your mind slips backward for three thousand years and the indefinable spell of the Sahara steals over you.

Suppose, instead of all this you turn to the right and pass up the street of the dancing-girls. You enter a small, dimly lighted room whose atmosphere is heavy with cigarette smoke; its walls are decorated with lithographs; rough benches are thrown about the room and there is a raised platform at one side. On the benches and floor squat (not sit) a score or more of noisy Arabs—all ages from urchin up to grandpa, and all types from the girlish-faced dandy to the swarthy Bedouin. But there is no drinking, for this is a Mohammedan land.

On the platform is the "orchestra"—four men with instruments of torture. Sitting back against the wall are the dancers, in their gayest raiment—but each girl wears

clothes enough for an entire ballet in a civilized land. Every movement has a jingle of its own, for they are covered with pendants and necklaces of coins. They have no bells on their toes but their anklets produce the same exotic effect.

The musicians begin to unlimber. A sallow-faced youth picks up what looks like a brass vase, lays it across his lap—and you discover that it is a drum. A sour-faced Arab with a tangled beard bumps an instrument which looks as if it had started out to become a snare-drum and



The great market of Tangier brings together thousands of picturesque Moors daily, and is at times the stage of some of the wildest spectacles of northern Africa.



The white-cowled Arabs of the Algerian plains meet the sun-baked sons of the Sahara in the market-places of the oasis cities, and life here moves listlessly along just as it did in the days of the Prophet.

then decided to be a tambourine. Number Three is a mother's darling with a flute-like reed which emits plaintive notes. But the star-performer is a pot-black Sudanese with a wind-jammer shaped like a trumpet but with works like a bazoo.

Number One gets the range and then all go into action together. The result is a combination of the strains of an infant bagpipe, the tremulous wail of a screech-owl, the yowl of an amorous cat, the tom-tom of a red Indian, and the rasp of a rusty saw passing through a pine-knot.

Nourma throws away the stump of her cigarette and walks up-stage; she is fat and dumpy and doesn't give a rap what happens. The other girls begin a desert love-chant that would not cause many men to leave home; Nourma raises her arms in front until her hands are on a level with her face, palms front (the second posture of an Arab at prayer!) and waddles about the stage like a cinnamon bear. Finally she settles down in one place

(Continued on page 579.)

Pictorial Digest of t



A FLOATING COURT

The revenue cutter "Thetis" is about to proceed to the Alaskan coast with a cargo of judges and court officials. It will stop first at Sitka and then go up the navigable rivers. All cases that have arisen since the close of navigation will be tried on board, with juries called from the vicinity.



THE KING OF MONTENEGRO IN HIS HOUR OF TRIUMPH
King Nicholas, whose courage is out of proportion to the smallness of his kingdom, holds the captured Turkish flag in one hand and the keys of Scutari in the other.



SCUTARI, THE GATE TO MONTENEGRO'S FRONT YARD

The capture of Tarabosh and Scutari, though at terrible cost, enthused the Montenegrin because it extended their natural boundary line from the middle of the lake to the narrow entrance. The insistence of the Powers that Scutari be turned over to them was a crushing blow and may yet lead to trouble with Austria.



KIT CARSON, IDOL OF THE WESTERN FRONT
This statue will be dedicated at Trinidad, Colo., on Memorial Day. Carson was a Civil War fighter as well as an explorer and a guide to Fremont. The statue of Carson was modeled by Augustus Lukeman; F. G. Roth.



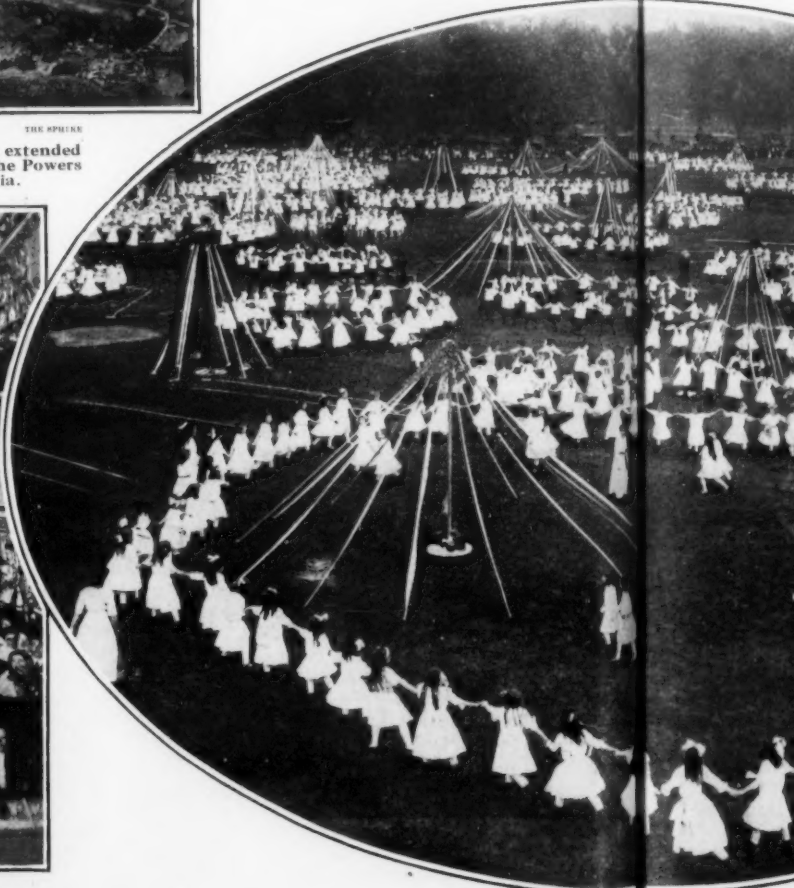
THE BLIND "SEE" A PLAY

An unusual audience at the Eltinge Theater, New York, where a performance of "Within the Law" was given to the blind. A synopsis of each act was read before the curtain rose, and the stage setting was changed as usual.



DEAF, BUT THEY DANCE TO MUSIC

Deaf and dumb girls from the New York public schools dancing in Central Park. They watch the teacher's lips for the changes in the step, but the music is said to make sufficient impression upon the ear-drum for the girls to keep the time.



MAY-DAY DANCE OF 7,000 GIRLS IN CENTRAL PARK

The annual festival of the girls' branch of the Public School Athletic League, attended by girls from many nationalities. The sheep and lambs which usually graze in the park were many of whom had never seen such animals before.



SOUTHERN METHODISTS ASSEMBLED WITH THEIR BISHOPS ON THE GROUNDS OF

The Southern Methodist University is one of the largest west of the Mississippi, and this meeting was to dedicate a million-dollar gift that comes from Mr. John D. Rockefeller. On the right of the group are Bishop

of the World's News



ON, IDOL OF THE WESTERN FRONTIER
The statue of Carson, on Memorial Day, for Carson was also as an explorer and a guide to Fremont, "the Pathfinder." The statue is modeled by Augustus Lukeman; that of the horse by F. G. Roth.



ARE THE JAPANESE MONGOLIANS OR WHITES?
Upon the final answer to that question rests the eligibility of these Japanese children of San Francisco to American citizenship. The Tokio Government insists that the Japanese are not Mongolians but Aryans—like ourselves!



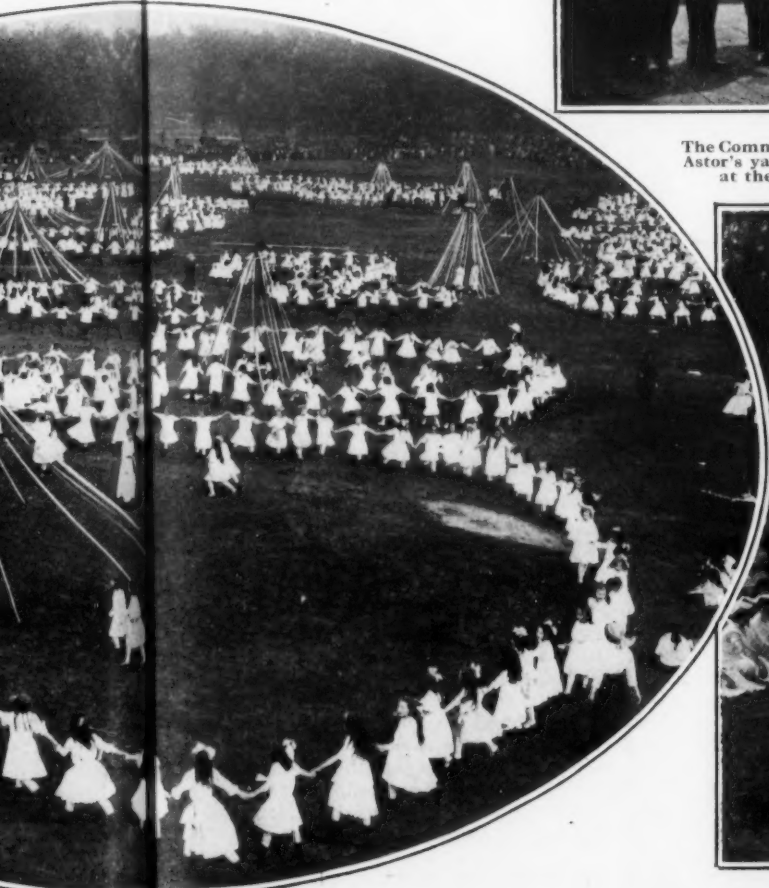
TO MINE THE AIR

Drawing by H. W. Koekkoek showing Engineer-Commander Simmon's plan for preventing air-craft from flying over fortifications. Each balloon is a mine, which can be raised or lowered from the carriage to which it is attached. On the approach of an airship, the balloon nearest it is to be exploded.



VINCENT ASTOR TAKES A SENATE COMMITTEE TO WEST POINT

The Committee on Military Affairs recently made a visit to the West Point Military Academy as guests aboard Mr. Astor's yacht "Nourma." (Mr. Astor is fifth from the right, with overcoat buttoned, on account of his illness at the time.) It is thought the Committee will recommend the number of cadets to be increased by 300.



OF 7,000 GIRLS IN CENTRAL PARK, NEW YORK
The Public School Athletic League, attended by 7,000 girls from 82 New York City Public Schools, who usually graze here were left until the arrival of the girls, whom had never seen such animals before.

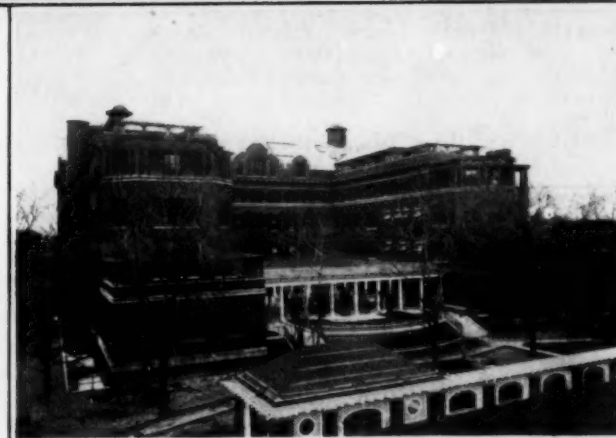


MAY-DAY IN INDIANA

Beautiful scene on the campus of Purdue University, Lafayette, Indiana, where the young ladies are said to be as proficient in home economics as they are in dancing.



THE BISHOPS ON THE GROUNDS OF THEIR NEW UNIVERSITY AT DALLAS, TEXAS
The group was to dedicate the buildings and complete a fund to which \$200,000 will be added by the General Education Board—part of a group are Bishops Hoss, Murrah, Atkins, Mouzon, Key, McCoy and Denny.



A NEW GIFT TO SCIENTIFIC MEDICINE

The Henry Phipps Psychiatric Clinic, recently given to Johns Hopkins University, Baltimore, by Mr. Phipps, a former partner of Andrew Carnegie. It is primarily for research work in insanity, a line of activity much needed at the present time.



Mother and I Go Abroad

By HOMER CROY

Illustrated by "ZIM"



"MOTHER," I said, setting down the coal-bucket, "let's go abroad. Your black dress's good as new, and I haven't felt my rheumatism all Summer."

"Oh, Lawdy," said mother, wiping the crumbs off the oilcloth with the edge of her hand. "I'd just love to. I don't get the satisfaction out of stereoscope pictures I used to and we're getting along, but who'd take care of the chickens?"

"Pud Ratch," I said. "The doctor told him he mustn't eat anything fattening. You know how fat he is now—always has to rest between the front gate and the porch. We can trust them in his hands."

So we bargained with Pud Ratch and told him we'd bring him back something from Europe—a sacred beetle or a Durbar or something we could carry in our telescopes, and got ready to go.

"I want to climb Mount Matterhorn," said mother, "and have our pictures taken on top; my hand on your shoulder and you with your left hand up to your eyes and your right hand pointing off across the valley like those two Swiss people in that milk chocolate advertisement. Only I positively refuse to wear those short skirts. What would Brother Hamby think of me looking as though there was a mouse in my bedroom?"

"All right, mother. We'll have some lunch put up and go. Only we got to get back to the hotel early—you know what night air does to my rheumatism."

So everybody came down to the station to see us off.

"I want you to bring me some Colonial pewters," said Mrs. Houck. "I don't care what kind they are, just so long as they've got some English writing on them in which you can't tell an s from an f. Here's the money, and try to get saucers."

"I don't want to put you to any trouble," said Mrs. Sproud, who whistled through her nose, "but here's a piece of percale I wish you would match up over there in some German or Turkish department store. I've worn that dress eight years and every time any strangers come to town they think it is brand new, but everybody in Maryville is familiar with it. If I can get enough to make over the waist it'll look like a new dress. Be careful of your rheumatism over there, Isom—London's awfully damp."

Just before the train whistled in and everybody was getting pretty excited, and Mrs. Sproud was sitting down with her knees spread out as if she was stemming gooseberries, Brother Hamby of our church crooked his finger at me and led me clear around to where they loaded freight-cars.

"Brother Isom," he said, wetting his lips and looking excited, "can I trust you?"

"Yes, Brother Hamby," I answered like an actor.

"Here's a dollar. All my life I have been wanting to see what was in one of those knives that has a hole in it and you put it up to your eye and look in, then turn around to see if anybody is watching you. I'm getting old and I had that pain in my side again last week, and I can't die content until I know what is in one of those knives. Get mine in Paris, won't you?—and never tell anybody. Maybe you'd better send it back by mail as soon as you get there—I never know when that pain's coming back."

I asked him if he minded if I looked in the hole first, and he said no. Then I told him I didn't mind that job at all and would keep on looking till I found a good one.

Then the train started and everybody waved us good-by. "Be sure to take good care of our chickens," I called to Pud Ratch, and he held up a fat arm that looked as though he were waving a sack of flour.

"Mother," I said, when we got to the dock, "look how big that ship is. It couldn't turn around in our Chautauqua Grounds, and it's got three chimneys. I'd hate to make the fires on this ship, and where do they keep their coal-oil and cobs?"

Everybody was pushing and jamming as if the morning mail had just come in.

"Mother," I said, looking at the great white ship, "what a noble and inspiring sight this master of the briny deep is, floating as calm and peaceful as a shingle in a bathtub."

"Oh, by the way, Isom," said Ma, "did you tell Mr. Sproud to fix the plumbing in the kitchen before we got back?"

"We must hunt up the captain and tell him we're here

safe and sound, and ask him to show us our bedroom," I said, trying to make mother feel comfortable. "It would be nice if he knew somebody back in Maryville and would give us a bedroom near the kitchen—walking must be hard, as trembly as these ships are, and especially when the wind's up."

"Yes, I wouldn't be surprised if he knew somebody from Maryville," she said. "I never met anybody in my life who didn't know somebody from there or who hadn't been through there. When I tell them about our City Beautiful and our lecture course, they all promise to come and visit us."

I went up to a man with a serious look on his face and shiny buttons on his coat and said, "Are you the captain?"

"No," he said, "I am the steward. You will find the captain below."



"Here's a dollar. All my life I have been wanting to see what was in one of those knives that has a hole in it and you put it up to your eye and look in, then turn around to see if anybody is watching you."

"Below what?" I asked.

Mr. Steward shifted his feet and smiled kind of foolishly. "Why, just below," he explained, looking at us harder than ever.

Then I saw that this must be his first trip over and didn't bother with him any more.

Then I went up to another man with gold braid on his cap, and asked him if he was the captain.

"No. I'm the second steward—the captain's aft."

"I just met your brother," I said, "and he said that the captain was down in the basement. I should think that he ought to be in the parlor making the people feel at home."

I guess that cut him pretty hard, for he walked over to another employee and began talking and looking at mother and me.

"They must be twins," said mother.

"Who?" I asked.

"Why, the Steward boys. They both got the same kind of caps and buttons. It's nice they can both be together—I wonder if they write home often."

I saw a man with whiskers standing out on deck.

"Have you seen Captain Aft lately?" I asked.

He winked hard and shook his whiskers like a rug. "I am the Captain but my name is Sproud."

"Oh!" exclaimed mother. "Are you any relation to Claude Sproud of Maryville?"

"I am afraid not," said the captain hunting through his

whiskers for a raveling. "Is there anything I can do for you?"

"Can you put us where we can get the morning sun?"

"There's lots of it on deck."

I couldn't get over their having an elevator on the ship, and I rode up and down so many times that I got right well acquainted with the man who had the concession. He said he had heard of Maryville but had never been in it. Another thing that got my eye was having a swimming tank on the ship and a foot doctor. His wife had run away and left him, but I kind of think he drank.

One day the ship began to pitch and heave. I could feel something rolling around inside my stomach like a loose doorknob and I rushed out to the front porch to—but that is a personal matter.

After I had got my stomach content with its lot in life I saw that my neighbor was mother.

"You seem to have a weak stomach, mother," I said.

"Watch how far I am going," said mother, "and you won't call it weak!"

After we got quiet again, we found what good eating they had, and I began to put on weight as if I was in a stall. "I'd like to know who their cook is," said mother. "I wonder what magazine she reads. I can't quite make out her nationality. Sometimes the bill of fare has French words and sometimes German and sometimes Italian and sometimes I guess she was in a hurry and didn't spell very well. I wonder if she goes to church on Sunday."

They had a ballroom and dancing and ladies carrying the end of their dress by a string on their arm. "You come away," said mother the first time she saw them dancing. "I see they've got Talmadge's Sermons in the library." But I slipped back the first opportunity.

"Isom," she said the next day, "I don't believe that is as immoral as I first thought. I just found out they have a dancing teacher on board. They say it's good exercise."

Before we had got across mother had mastered the turkey-trot, and one day I caught her secretly trying the Boston dip in our bedroom.

I got mother and a lady with an ear-trumpet one day talking about the missionary movement, and slipped away to where they were betting on the ship's run for that day. With the air whistling down to the bottom of my lungs I never felt so young in my life and put up \$20. Of course, I lost, and I lost hair trying to explain to mother what had become of that money.

When we got over on the other side, I was willing to stay on and on, but not so with mother. "Oh, I'm enjoying every inch of it," she said, "but we must get back for the Chautauqua. You know Uncle Amos and his family are coming this year and they are expecting us to entertain them and goodness knows how we are going to do it unless we get another bed. Do you think a white enamel bed would look gaudy for old folks like us that have never had anything except walnut and feathers?"

Everybody was down to meet us when we got back and before mother kissed Mrs. Sproud she put the percale in her arms, but she didn't tell her that they didn't have the same kind of department stores over on the other side, and that she had to get it matched in Kansas City. Mrs. Sproud said that it was just lovely and that it was the only imported percale she had ever had in her life, and asked us over to supper.

"Did you get it in Paris or London?" asked Mrs. Sproud, taking the bolt over to the light.

"We looked at the French and English patterns, but they didn't suit at all—didn't look exclusive enough—so we just waited around until we came across something that we thought would suit you. You're looking well, aren't you, Mrs. Sproud? Oh, tell us about the fire in the Houck Livery Barn and who is going to serve at the oyster festival?"

When we counted the chickens there were six missing and Pud Ratch looked red and tried to change the subject. He said they must have wandered off and got run over by the cars, but mother and I didn't say anything. She had a big enough sin hanging over her head—the percale—and I knew deep down in my heart that I was a gambler—or at least twenty dollars' worth.



Before we got across mother had mastered the turkey-trot and one day I caught her secretly trying the Boston dip in our bedroom.

The Old Keys

These were the keys upon which men had to rely to protect their money until the invention of the National Cash Register



These keys could be used or duplicated without detection because they left no record behind

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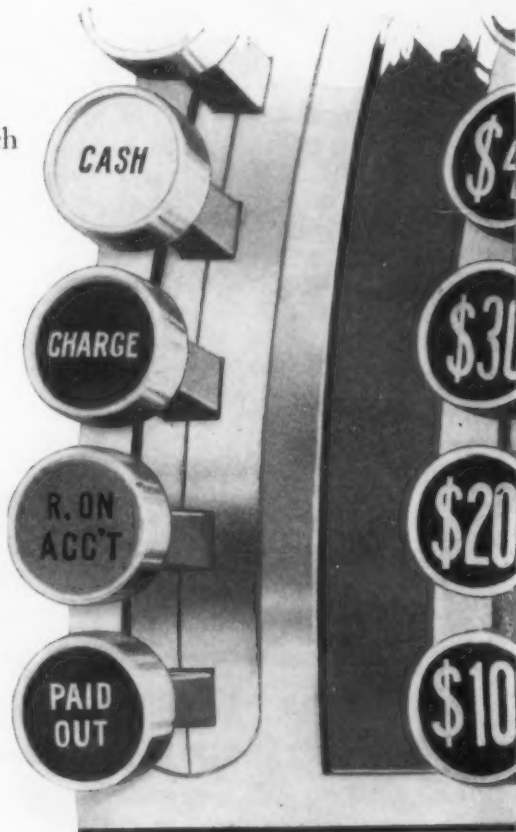
Today over 1,200,000 merchants protect themselves, their customers and their employees with keys such as these

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The greatest selling
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—a blend that is

"Distinctively individual"

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"Tenement Tommy" Asks for A Square Deal

HE lives in New York's stuffy tenement district, the most congested spot in America.

In his sultry three-room home there is scarcely room to eat and sleep. His playground is the blistering pavement of the ill-smelling streets, hemmed in by scorching brick walls.

No trees, no grass, not even a whiff of fresh air,—in the only world Tommy knows. Ash cans are his background, and the rattle and roar of traffic his environment.

Tommy's widowed mother is broken with worry; his sisters and brothers are as pallid and frail as he. The winter struggle has sapped their vitality. They are starving for air.

No medicine will help Tommy. What he, his mother and the other children need are: a chance to breathe something pure and fresh,—a taste of sunshine and outdoor freedom,—an outing in the country or at the seashore. But between Tommy and his needs stands poverty, the result of misfortune. He must suffer just as if it were all his fault.

And that is why Tommy appeals for a square deal. Nor does he wish you to forget his mother, or his "pals" and their mothers,—all in the same plight.

This Association every summer sends thousands of "Tenement Tommies", mothers and babies to the country and to Sea Breeze, its fresh air home at Coney Island. A dollar bill, a five dollar check, or any amount you care to contribute, will help us to answer Tommy's appeal.

Treasurer, Room 204, 105 East 22nd Street, New York City.

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THE CONDITION OF THE POOR

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A lawn sociable by your class,
Sunday School or Club.
A card party at your summer hotel
or camp.
A subscription among your friends.

In answering advertisements please mention "Leslie's Weekly."

The Newsboys' Helper and Friend

By Col. CHARLES ARTHUR CARLISLE

EDITOR'S NOTE—Col. Charles Arthur Carlisle of South Bend, Indiana, in 1891 was identified with an extensive system of railroads with headquarters at Toledo, O., and was among the first to recognize the force and power of John E. Gunckel as the man back of the idea and to contribute financial and moral support. For the past twenty years and more Col. Carlisle has been one of the active, constructive and efficient members of the Studebaker organization at South Bend and has had many opportunities to test the value and the genuineness of the man and the idea, and their results.

COMMODORE JOHN E. GUNCKEL, of Toledo, Ohio, or just plain "Gunck" as he is affectionately and reverently known to more than twenty-five thousand members of the National Newsboys' Association of America, is a unique personality. I never knew a man that carried more sunshine in his heart and distributed it more willingly and helpfully to all people. When John E. Gunckel reaches down a helping hand to a boy or a girl, he lifts that child up into the affectionate tenderness of a Christ-like friendship, and "HE NEVER LETS GO." That's the keynote to his success. It never makes any difference to "Gunck" how dirty a child is or how bad it is; all he wants is the opportunity to help it.



JOHN E. GUNCKEL

The mother organization at Toledo of the National Newsboys' Association, which I had the privilege to become acquainted with over twenty years ago, now has an enrollment of nearly nine-thousand boys, with over 500 girls, and an active membership of nearly four thousand. Detroit has over fifteen hundred members, Dallas, Texas, nearly a thousand, Fitchburg, Mass., over five hundred, Columbus, Ohio, over seven hundred, and there are branch societies scattered in different States, east and west, north and south.

I shall never forget the Association's first Christmas dinner twenty-one years ago. I took a peek into the room where "Gunck" sat at the head of the long table with about one hundred dirty, but "Oh, so happy" little street urchins. It was a strange scene. "Gunck," with bowed head invoking the Divine blessing, was startled by the awful crash of a heavy coffee cup, as it came flying down the centre of the long table. One of the kids at the far end of the table had taken a shot at another further down. "Gunck" often felt that night as bedlam cut loose after the boys' stomachs were filled that that would be the last occasion of the kind, but he prayed for the strength and light to lead him forward wisely. That first crowd was a mob, absolutely uncontrollable, and they did just about as they pleased. Dishes were smashed—so was the furniture—and Mr. Gunckel will tell you that several times during the evening he just escaped being hit by some flying missile, perhaps not intended for him. But after all it was the greatest night in the history of Mr. Gunckel's life.

After Mr. Gunckel's prayer that night an inspiration came to him. He grabbed hold of the situation with both hands and with all the strength and power of his Christ-like personality. He picked the leader that night, the one that everybody seemed to follow, and began the organization of self-government among the boys. Under leadership by and through the boys, heads were cracked, eyes were blackened, and more sore spots developed that night, but the organization began and has continued during all of these years, developing its wonderful influence upon thousands of boys.

Here is the requirement for admission to membership in the association: "Any boy between the ages of eight and seventeen who promises the officers he will cut out all bad habits, can become an active member for life, and without paying a cent. All he has to do is—Don't swear, steal, gamble, lie, use tobacco, or drink intoxicating liquors, and do not violate the Juvenile Court Laws of the State."

I witnessed a scene one Sunday afternoon that revealed remarkable organization and discipline. Eight hundred and seventy-

five boys and three hundred and forty-four girls, all under the age of fifteen, each an active member of the Toledo organization, and about three hundred parents greeted me as I was introduced to them. It was the fourth anniversary of the association's new building and home which cost over \$100,000. The building was packed to the greatest capacity, the fire commissioners

would not allow another person to enter and nearly five hundred persons were turned away.

When the curtain went up and the boys and the girls present saw their own "Gunck" standing there, they let loose every kind of a noise that a boy can make. I expected to witness a stampede—perhaps a disaster. The boys became frantic in their enthusiasm and I remarked to "Gunck" standing calmly at my side: "You will never get that crowd quieted down; we had better ring down the curtain and let them go."



Types of the lads whom Mr. Gunckel is helping and training.

"Every boy there will sit tight and as quiet as a mouse when I give the signal," said Gunckel. "They are just trying in their way to make you welcome—to tell you that your services twenty years ago were appreciated." Of course I accepted the compliment, but very much doubted Mr. Gunckel's statement that he could quiet the crowd.

Round followed round of applause and then "Gunck" took one step to the front of me and held up his right hand, closed with two fingers projected, and that signal, like magic, worked its charm. For twenty minutes those boys sat as orderly and as quiet and apparently as deeply interested in me and what I was saying as the most gifted speaker could wish. It was a thrilling inspiration to look into their clean, happy faces. But let me tell you something about the organization as it is today.

Parents and teachers from public schools bring their children and seek admittance for them, claiming the discipline of the institution is what they want. If a boy needs straightening out he gets it there quickly and more effectually, and he gets it from boys—some of whom are perhaps his chums, acquaintances or friends.

One mother, not many years ago, met one of "Gunck's" chief lieutenants, several of whom are always on guard. She was frantic, in deepest distress. Her boy, the pride of her heart, had fled from home leaving a note stating that he was going out West to kill the Indians, and join the cowboys in the glory of their wild life. He was one of the many victims of cheap literature. "Gunck's" lieutenant sent the mother away with full assurance that her boy would

(Continued on page 582.)



Girl members of the beneficent association at Toledo, O., founded and supervised by John E. Gunckel.

Insurance Against National Panics

By WALTER F. WYMAN

THE best insurance against a national panic is a healthy export trade.

Practical governmental assistance in foreign sales is not a party issue, is not paternalism, but insurance for the credit of the nation and the individual.

A severe panic is often further reaching than a war in its effect on a nation's credit, considering not only the governmental, but also the greater amount of commercial, indebtedness in the hands of foreign investors.

There is only harm in sales at bargain prices abroad when the domestic market is glutted, or in the dumping of obsolete and below standard products on which no future is expected or possible, but in the carefully developed world-wide markets made possible by the superior quality of American made goods, backed up by intelligent co-operation with foreign dealers and good service, even in the height of domestic seasons, there is the one sure preventive of depressed financial conditions at home.

It is a common mistake for non-exporting manufacturers to believe that the cheapness of German-made lines forms the greatest asset. At the present time Germany is spending millions to overcome its reputation as a nation of cheap and inferior makers.

The foreign user is critical, quick to appreciate quality, and the freight and duties are usually as great on the cheaper product, while the combined cost of these is often as great as, or greater than, the cost of the article itself, and consequently both dealer and user prefer to lower the percentage by purchasing only lines of the best quality, particularly where there is a question of durability.

When a manufacturer has built up a clientele in foreign countries whose purchases form a tenth of his total output, his factor of safety is 40% greater than that of his non-exporting competitor, because, following the customary practice of defining payment dates by drafts, he is sure of a sufficient volume of payments at anticipated times to tide over any temporary stringency in the domestic money market, whereas the very cause of the calling in of loans which makes it desirable for the non-exporter to make prompt collections will cause customers to seek extensions.

This factor of safety increases in proportion as the percentage of exports is increased, because, particularly on lines bearing a high profit, the manufacturer is able to meet his entire obligations at maturity from his proceeds on foreign orders, and could even close down his factories for a period of several months and make no attempt to enforce domestic payments due.

In fact it is in a panic year that the exporting manufacturer reaps the greatest domestic advantages, for while his competitors are forced to conserve their resources, he can conduct sales campaigns in every city they are forced to neglect; where the non-exporter must offend slow-paying customers with imperative demands for settlement, he, enjoying a steady influx of payments representing cost plus profit, is in a

"LIKE MAGIC"

New Food Makes Wonderful Changes.

When a man has suffered from dyspepsia so many years that he can't remember when he had a natural appetite, and then hits on a way out of trouble he may be excused for saying "it acts like magic."

When it is a simple, wholesome food instead of any one of a large number of so called remedies in the form of drugs, he is more than ever likely to feel as though a sort of miracle has been performed.

A Chicago man, in the delight of restored digestion, puts it in this way:

"Like magic, fittingly describes the manner in which Grape-Nuts relieved me of poor digestion, coated tongue and loss of appetite, of many years standing."

"I tried about every medicine that was recommended to me, without relief. Then I tried Grape-Nuts on the suggestion of a friend. By the time I had finished the fourth package, my stomach was all right, and for the past two months, I have been eating with a relish, anything set before me. That is something I had been unable to do previously for years."

"I am stronger than ever and I consider the effects of Grape-Nuts on a weak stomach as something really wonderful. It builds up the entire body as well as the brain and nerves." Name given by the Postum Co., Battle Creek, Mich.

"There's a reason," and it is explained in the little book, "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

position not only to extend longer terms and to be lenient in collections, but also to solicit the patronage of the slow-paying, but responsible, buyers offended by competitors' collections.

Not only is such a manufacturer's position of value to himself, but also a decided benefit to his customers and his competitors' customers, for it enables the dealers constituting "the trade" as applied to his line, to conduct business under normal business conditions and meet other more pressing obligations from their natural recourses without forcing unfavorable loans, or having their credit strained beyond its possibilities.

Multiply the single exporting manufacturer by all his mates in all lines and a veritable sea wall is erected against the storm of financial stringency.

Can there be a greater panacea for a panic caused by lack of money at home than a steady stream pouring in from abroad?

Viewed in its broadest light assistance in creating and holding foreign business is a question calling for the greatest possible aid from any national government to its manufacturers. It is not enough to improve the consular service, build canals and establish bureaus. It is not enough for statesmen to tour the countries of our sister republics or for a tariff to discriminate against the nations which refuse to allow fair competition with native made products.

If a national panic is a national calamity involving the government as well as the people who maintain it, and a world wide foreign trade will act as a preventive, it is the first duty of the government to encourage by intelligent combination of its existing bureaus and facilities the greatest possible expansion of foreign trade, to have the improved consular service a servant of exporting manufacturers and not handicapped by rules limiting its value, to reconstruct the several bureaus which now collect and disseminate information in regard to other countries along the lines of the world's leading commercial bodies. Supplementing diplomatic journeys, commercial visits under governmental authority and sanction are necessary, and tariff investigations must be extended to investigate prohibitory, though non-discriminatory, duties.

These in connection with the manufacturer's activities will enable such a nation to share the prosperity of every prosperous country and be proof against all but world panics, and by protecting itself remove at the same time one country from the list of the panic afflicted.

It should be known as an axiom that the nation whose manufacturers' products are sold in every corner of the world is panic proof as against internal conditions.

An Asiatic Institute.

THE East is forging its way with giant strides into the arena of the world's politics and activities. Most timely, therefore, were the steps taken in New York, to organize an Asiatic Institute which shall aim to develop a better understanding between the East and the West, and to unify the different societies that have that end in view. There are a host of intelligent people who through travel, missionary or educational work, business or governmental relations have become well acquainted with the people and conditions of the East, but who have had no adequate outlet for dissemination of their knowledge and views. The Asiatic Institute will be a sort of clearing house where all such information may be gathered and distributed. A great library, museum and educational institute which will probably be located in Washington is a part of the scheme. It is proposed to encourage the study of all Oriental languages, customs, religions and laws.

Books Worth While.

THE ROAD OF LIVING MEN, by Will Levington Comfort (J. B. Lippincott Co., Philadelphia, \$1.25 net). A strong romance spanning a period of years and many countries. There are intense and dramatic scenes throughout the book.

WOMEN AS WORLD BUILDERS, by Floyd Dill (Forbes & Co., Chicago, 75c net). The feminist movement, its scope and aims, and short intimate biographies of the women most greatly concerned in it. A man's view of the suffrage movement.

THE RED HOUSE CHILDREN AT GRAFTON, by Amanda M. Douglas (Lothrop, Lee & Shepard, Boston, \$1.00 net). The second volume of a new and very interesting series of books for boys and girls.

THE AMERICAN SPIRIT, by Oscar S. Straus (The Century Co., New York, \$2.00 net). The distinguished services rendered this country by the author make him particularly fitted to write of this subject, and he has handled it in a scholarly vein.

LOVE OF PROSPERITY, by Maurice Hewlett (Chas. Scribner's Sons, New York, \$1.35 net). A series of fairy stories for elders, filled with deep thoughts on the philosophies of life.

THE UPAS TREE, by Florence L. Barclay (G. P. Putnam's Sons, New York, \$1.25 net). A good story by the author of "The Rosary." The man and the woman are married at the outset and stay married all the way through.

In answering advertisements please mention "Leslie's Weekly."



P. A.
for pipe
grouches

Everybody's mighty strong for Prince Albert, because it's tobacco with a smile.

Sort of turns on the sunshine—and every time you fire-up a jimmy pipe or roll a cigarette say to yourself: "Old Man, here goes for another joy smoke." Thousands of men who never smoked a pipe or rolled a cigarette have been "led to it" by P. A., because it's so good, so sweet and fragrant and so fresh.

PRINCE ALBERT
the national joy smoke

is tobacco without a bite and it won't parch your throat. You see, P. A. is made by a patented process that cuts out the bite.

Why, you can keep fired-up all the time and never get a tingle on your tongue or a dry spot in your throat.

According to Hoyle, that's going some! And there's just one way to prove it. You be game enough to exchange a nickel for P. A. in the toppy red bag or a dime for the tidy red tin. Then you'll know for yourself why Prince Albert is King of 'em all.

There's a lot of ragtime con talk about "just as good as P. A.," "just like P. A." Get this: No other tobacco can be like Prince Albert, because the patented process is owned exclusively by the R. J. Reynolds Tobacco Co. P. A. wasn't born twins and has no brothers or sisters. Remember that!

Buy P. A. everywhere. Toppy red bags, 5c; tidy red tins, 10c; handsome pound and half-pound humidor.

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.

P. A. in the toppy red bag 5c



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Motorcycling as a millionaire's pastime. The owner of the motorcycle learned to ride his machine in twenty minutes.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

"EVERYMAN'S" VEHICLE

EVER since the appearance of LESLIE's special Motorcycle Number on March 20th, letters have been pouring into the Motor Department from enthusiasts who need help in the selection of the proper machine, or require advice in regard to repairs, touring routes or the purchase of accessories and equipment. All of these questions are in addition to the steady flow of automobile correspondence that for the last year or so has marked the confidence in which the Motor Department is held by a vast number of automobilists.

The nature of these inquiries emphasizes a point that has often been featured by LESLIE's Motor Department—that the motorcycle is not necessarily the "poor man's automobile" but that the millionaire can obtain as much pleasure from the use of a little two-wheeler as can the \$2.50 a day mechanic. Many of these letters referred to above are from men who have owned a number of automobiles, and who desire a motorcycle to supplement their outdoor traveling facilities—a sort of intimate, personal vehicle, as it were, which occupies but little space and which can be ready for instant use at any time of the day or night. This emphasizes another point in regard to the status of the motorcycle: that is, that the little single tracker need not be a competitor of the automobile, but rather that it can serve as a supplement to the activities of the latter.

These points that feature the field of usefulness of the motorcycle are well illustrated by the photograph that appears at the head of this column. This shows a wealthy silk manufacturer, rated as several times over a millionaire, riding around the grounds of his Palm Beach estate on his recently acquired motorcycle. This new recruit to the ranks of motorcycle enthusiasts owns two \$5000 motor cars, and his interest in these is in no whit diminished by his newest accession to his fleet of self-propelled vehicles. But he finds in his motorcycle a new means of outdoor enjoyment, and the fact that this man, in years well beyond middle life, completely mastered his machine in twenty minutes, speaks volumes for the simplicity of control and operation of the modern motorcycle.

Questions of General Interest.**Loosening Refractory Nuts.**

L. E. U., Mass.:—"I seem to be unable to loosen the nut that secures the exhaust pipe to the cylinder head. I am afraid to put great amount of strength on the wrench as I have heard of several cylinder heads being cracked in this manner. How would you advise me to go about it?"

A prominent manufacturer has recently recommended an excellent procedure for work of this nature. He says that the motor should first be run in order to warm the nut to the point that it can just be touched with the bare hand. After this is done a little cylinder oil should be applied to the threads at the nut and time allowed for the lubricant to seep in thoroughly. After this has been done the nut should be tapped all around carefully and it can then be readily loosened with the wrench. If the nut is allowed to become too hot the threads become welded together owing to expansion by the heat, and the oil will be burned away before it can reach all parts of the thread. If you desire to obviate this difficulty of removal in the future it would be well to unscrew this nut when the machine is new, thoroughly smear the threads with oil and graphite and there will then be no danger that the nut will become burned onto its union.

Timing Engine.

F. W. T., Maryland:—"I have an old model of the motorcycle and would like to know how to time the engine."

The timing of a four cycle motor depends upon the speed at which it is designed to run, the nature of the valves and the method by which they are actuated. I do not believe that the machine to which you refer is any longer manufactured and it is, therefore, impossible for us to communicate with the makers in order to obtain their advice on the subject. If you will send your name and address, however, I will be glad to forward you diagrams and a description of the proper timing of a modern motorcycle of representa-

tive make which may, in some degree, help you out of your present difficulty—although I cannot promise satisfactory results.

Motor Records.

C. D. M., Ohio:—"Please let me know if the motorcycle holds all records from one to one hundred miles."

The motorcycle to which you refer has recently been allowed the championship in many of the distances between one and one hundred miles. Many of the intervening records, however, between ten and fifty miles, are still held by the former champion.

The Akron Tire Strike.

L. E. T., Maine:—"What was the outcome of the strike in the tire factories at Akron, Ohio? Will this be liable to increase the price of these 'necessities' for the coming season?"

The strike in question was amicably settled and all affected factories have been running under full force for a month. The official investigation of the conditions that led up to the strike showed that it was brought about by wholly unwarranted agitation on the part of some disgruntled so-called "labor-leaders." The strike, however, had the beneficial effect of calling public attention to the immensity of the tire industry in this one Ohio city. The investigation showed that over \$12,000,000 were paid out in wages in one year by six of the factories; that in Akron are invested \$113,000,000 in the business; and that the total value of the product for twelve months was close to \$100,000,000. Although it might reasonably be supposed that the cessation of work during the busiest season of the year would warrant an increase in the prices of tires, the manufacturers have not taken advantage of this change in the ratio of supply to demand. In fact, several of the leading manufacturers have announced reductions in the retail prices at which their tires will be sold.

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Africa

and lets her take a rest. circulates an are crazy ab coins and pl forehead.

Then com with snap in Harry in her around to th in snatches for more. have what it occurs to her collection. for an hour.

Then, wit premiere dan geous silks; are massive manship; five shapely neck (mostly of go of her head step and spa not displeas eyebrows bla into a Cupid As she rais the dance, th suous. Her almost imper comes from her take their f dancer begin her coins; h admirers like to each she came out of

Another ch had been sh quivering an movement of low insistent tense nerves near the bre whole body jingle against chant and en —and starts coin. She g It was the art and the po you will not dingy halls of

I know so men and wo den Linden a Uyeno Park Manila, but memory so p along the Af ranean.

The geogra the thousand or Genoa sh Strait of Gib drops off th Tangier finds hours, in ano any he has swung backw and Haroun a cal character. in north) Afric of Tripoli) an from the cus Tangier and I know of wh lessly in tryin

And Men have seen Mo Back you p next boat pa Hercules. A cient pirate st beautiful arab in the land of

The picture as a British

African Shores of the Mediterranean

(Continued from page 571.)

and lets her body walk around while her feet take a rest. Suddenly it all ends and she circulates among the spectators; those who are crazy about her dancing moisten small coins and plaster them upon her sun-kissed forehead.

Then comes Fatma—also dumpy but with snap in her movements and the Old Harry in her eye. Every time she swings around to the spectators she banters them in snatches of song; they like it and ring for more. She believes in letting the public have what it clamors for—but it suddenly occurs to her that it is time to take up the collection. And so the show capers along for an hour.

Then, with a flash of color, comes the *premiere danseuse*. She is draped in gorgeous silks; about her wrists and ankles are massive silver bands of curious workmanship; five strings of pearls encircle her shapely neck; and at least a hundred coins (mostly of gold) hang in strings from the top of her head to her waist, jingling at every step and sparkling in the dim light. She is not displeasing to Western eyes, but the eyebrows blackened with kohl and arched into a Cupid's bow give her a strange look.

As she raises her jingling hands to begin the dance, the music becomes soft and sensuous. Her body begins to sway and quiver almost imperceptibly, and a plaintive chant comes from her lips. Finally the musicians take their feet off the soft pedal and the dancer begins to sway and whirl and clink her coins; her piercing eyes single out her admirers like the flashes of a searchlight, and to each she sings a line of a love-song that came out of the Sahara.

Another change, as sudden as if the lights had been switched off. Trembling and quivering and writhing, but with never a movement of the feet, she responds to the low insistent notes of the piper until the tense nerves of the men of the Desert are near the breaking. Then she shakes her whole body violently, making every coin jingle against its fellow, starts a vivacious chant and ends it suddenly in a merry laugh—and starts out into the audience for the coin. She gets it.

It was the dance of art and poetry—Arab art and the poetry of the Great Sahara—and you will not often find it so outside of the dingy halls of these oasis cities.

I know something of the places where men and women congregate, from Unter den Linden and the Galleria Umberto to Ueno Park in Tokio and the Luneta of Manila, but no gathering-place haunts the memory so persistently as the Arab cities along the African shores of the Mediterranean.

The geography makes it necessary that the thousands who go by steamer to Naples or Genoa shall pass through the narrow Strait of Gibraltar. The wise traveler who drops off there and takes the ferry for Tangier finds himself, within a couple of hours, in another and stranger world than any he has ever known. The clock has swung backward for ten or twelve centuries and Haroun al Raschid is no longer a mythical character. Tangier is the Arabest port in north Africa (with the possible exception of Tripoli) and it is a scream of amusement from the custom-house to the big market. Tangier and Boston are the only two cities I know of where you can lose yourself hopelessly in trying to walk around a block.

And when you have seen Tangier, you have seen Morocco.

Back you go to Gibraltar and catch the next boat passing through the Pillars of Hercules. A day later you land in the ancient pirate stronghold of Algiers, a quaintly beautiful arabesque of Paris. Now you are in the land of the Arab—a land of white, for

the brown *jellab* of the Riffian Moors is changed to the white *burnouse* of the Algerian Arabs. Also, you are in a land of railways and you may pass quickly to Oran on the west, to desert towns in the south, or to the unique city of Constantine on the southeast. Constantine is almost surrounded by a canyon from 500 to 1,000 feet deep, and is entirely surrounded by a history that runs back beyond the Jugurthine War of Sallust, who was the Roman governor here. When you leave this city of many dynasties (if you take the right train), you may sleep that night in the oasis city of Biskra, where is the Garden of Allah.

And better fifty minutes of Biskra than a cycle of London!

Suppose you travel eastward from Constantine instead of desertward—lo! you are in the brilliant city of Tunis, with an electric suburban train connecting you with the ruins of Carthage, the city of Hannibal and Scipio. It makes Plymouth Rock and Bunker Hill seem like incidents in last week's newspaper. Go and sit for an hour beside any of the world's famous thoroughfares and watch the procession pass. Then come here to Tunis and sip your coffee at a table on the sidewalk, just outside the Porte de France, and you will see more that is fascinating in five minutes than in five years among civilized peoples.

Here they come—the peddler with his goatskin of oil or water on his back; a real street Arab with his basket of fish; the merchant prince in his *burnouse* of brilliant colors; the Arab dandy in his tailor-made suit and red fez; the tangle-bearded Jewish patriarch; the Arab woman with face here veiled in black, looking at a distance like a Sudanese; the unveiled Jewess with her Turkish bloomers and dunce-cap head-dress; and the nondescript children from many of the lands that worship strange gods. And from Tunis you may easily pass to Sousse and thence to the holy city of Kairouan, where civilization stops at railhead in the hot sand.

And everywhere you go in this wonderful land you may be comfortable. Every town has its Grand Hotel de Paris, with a menu patterned after that which first made eating famous; and you may shop in Arab bazaar or French, each after his kind.

And the cost? Depends upon you. I have luxurious tastes and travel second cabin, where I meet very interesting people—each with an explanation of why he or she is not in the first cabin! It costs me about \$60 to land in Africa. There I go to first-class French hotels (not the tourist places, if the stars are propitious) and fare sumptuously on \$2 a day. Railroad fare is cheap (except for baggage), for I never ride first-class. That is for American tourists and army officers holding passes. In the second-class are picturesque soldiers and well-to-do Arabs, and conversation is edifying. As for the uncatalogued expenditures, they lighten the pocket about half as fast as similar items on the other side of the Mediterranean. And if the skeptical accuse me of setting down the price of skimpy experiences and labelling them as luxuries, I may truthfully reply that I have had Signor Caruso as a fellow-passenger, and the late Colonel John Jacob Astor as a guest at the same hotel.

But, however much you spend, it is worth it. All that coast and desert is now in the background of memory. Since last I saw it, into the foreground have come the gloom of the African bush, the glaring sunlight and white dust of India, the barren hills of south China, the dreamy mists of Japan, and kaleidoscopic flashes all up and down the world. But Morocco, Algeria, Tunisia and the Sahara are still there in the background, clear and distinct and unforgettable.



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Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

GIVE the women a chance! At two large stockholders' meetings recently held in Jersey City, women were prominent in the proceedings. At nearly every stockholders' meeting I attend some women are always present.

I wonder how many women are investors in securities of our large corporations? The most reliable statistics I can find show that the number is very large. In the American Sugar Company, in the Steel Corporation, in the Corn Products Refining Company and in the American Tobacco Company, the number of women who hold shares mounts up into the thousands.

At the recent annual meeting of the shareholders of the Corn Products Refining Company the women took an active part. They asked questions very freely of President E. T. Bedford and he answered them just as freely and to their evident satisfaction. Some of the women shareholders said they had bought the common stock at twice the figure it was quoted at after the government began its ridiculous suit to dissolve the corporation. President Bedford told the ladies that if they had come to him before purchasing the common stock, he would have told them the facts about the company as they were and that it was unnecessary to accept rumors and outside reports.

At the recent annual meeting of the Union Bag and Paper Company a number of women participated, some taking part in the discussion. All were heard with attention and respect. The meeting developed the fact that the company was entirely solvent with abundant assets to meet all liabilities and a handsome surplus besides. This was established so clearly that the stockholders unanimously voted a protest against the proceedings in court asking for the appointment of a receiver.

Stockholders are taking a much more general and deeper interest in the affairs of their companies than ever before. This is as it should be. Too often these meetings are left entirely to the officers of the companies. The stockholders send in their proxies to the management and the latter continues to run things. I have known stockholders, while protesting against the management, to send in the voting proxies for the annual meeting that kept the objectionable management in power.

In England, a stockholders' meeting is an impressive affair. The shareholders are on hand "loaded up" with pertinent questions and woe to the officer who cannot or will not answer. The shareholders are partners in the corporation. The laws protect them in their rights. They are the masters of the situation, if they only knew it. They have a right to ask questions and to demand information.

In these days, the officers of the well-regulated corporations recognize this right most cheerfully and willingly and stockholders have little complaint to make.

If the public would investigate before purchasing securities, the losses would be minimized. It is strange that persons who are most careful and economical in all other

business matters will buy securities, on some one's recommendation, without making the most ordinary investigations of their own. All successful corporations make annual reports—some of them on a very elaborate scale—the Steel Corporation for instance. These reports, or analyses of them, are printed in the newspapers and can be had from responsible brokerage houses. Those who apply business methods to their operations in Wall Street, succeed the best. Those who go into the market haphazard to "take a chance" are most frequently the losers.

Conditions in the stock market cannot change materially for the better until the practical results of the extra session are more clearly disclosed. We are now at a time, too, when crop prospects must begin to have serious consideration as a prime factor.

S. Fisks, Wis.: I know nothing of the insurance company in Chicago, but I have frequently warned my readers against buying the stocks of new insurance organizations which have not yet proved their ability to create a profitable business.

C. Atlanta, Ga.: Opinions on the Standard Oil stocks have frequently been expressed in these columns. They are among the best of the industrial investments. Each of them has merits and all things considered it is rather hard to distinguish between them.

D., Norfolk, Va.: The Corn Products Company some time ago presented to the court its answer in the suit brought against it by the government. There the matter stands at present, awaiting further action by the government. The officials of the company anticipate a victory, and in that event the averaging of your purchases would prove a good plan.

N., New York City: The Chicago Great Western officials make a very encouraging report of earnings for the eight months ending with February. They expect that the year ending June 30 will show net earnings of at least 3.65 per cent. on the preferred stock. It is too early to say whether the company will begin paying dividends on this stock in 1914, but the prospects of its being able to do so have greatly improved.

Investment Bonds, Los Angeles: The 5 1/2 and 6 per cent. first mortgage bonds on improved Chicago real estate to which you refer are legal investments for national banks and for state banks in Illinois and other states. They are fully described in the *Investors Magazine* and "Circular No. 2465." The descriptions of the property are very complete. Write to S. W. Straus & Co., 1 Wall Street, New York, for a copy.

Why, St. Louis: The reason why the rates of interest are so much higher in the West and South is because of the greater scarcity of current funds. The rate of interest in Wyoming legally is from 8 to 12 per cent., almost twice what it is in the East. The Pioneer Trust and Savings Bank, 14 Pioneer Bldg., Basin, Wyo., offers 6 per cent. interest to depositors. Write for their Free Booklet of Information.

S., Halifax, N. S.: N. Y. Central is, as you say, one of the best of the investment railroad securities. Its decline is, no doubt, due to the general impression that the dividend may be reduced as the natural result of the increase in wages and the indisposition of the authorities to permit a reasonable advance in rates. All American railroads must suffer, unless this disposition is changed. It seems inconceivable that it will not change before long.

\$100 Saved, Rochester, N. Y.: You can get 5 per cent. on your \$100 savings by putting them in Trust Certificates issued by the Manufacturers Commercial Company, 299 1/2 Broadway, New York. Interest begins with the date of their issue and you can

(Continued on page 581.)

6% A Non-Fluctuating Bond Investment

Not affected by "money market" manipulations; because behind them is the most stable security in the world—select, improved, income-producing New York City real estate.

Principal and interest secured by a Trust Mortgage very comprehensive in its terms, and held by a Trust Company of the highest standing.

Write today for new illustrated Booklet 43.

NEW YORK REAL ESTATE SECURITY CO.

Assets over \$17,000,000

42 BROADWAY NEW YORK

Safe 5 1/2 and 6% INVESTMENTS

EVERY first mortgage bond, owned and offered by us, is a **direct first lien** on improved, income earning Chicago real estate of the highest class. In no case is the conservatively estimated value of the security less than double the total amount of the bond issue, while the annual income yield is much more than ample to insure prompt payment of principal and interest.

These bonds are legal investments for National Banks and for State Banks in Illinois and other states.

Write for the INVESTORS MAGAZINE and Circular No. 2465.

S. W. STRAUS & CO.
INCORPORATED
MORTGAGE AND BOND BANKERS
STRAUS BUILDING CHICAGO ONE WALL STREET NEW YORK

Security 5% M. C. Trust Income Certificates

THE Directors of 315 banks have approved of our security. Banks have invested over \$50,000,000 with us in the past 10 years.

You can enjoy the same security and income as the banks, as our certificates are issued in \$100 units to accommodate the private investor. Interest begins with the date issued—maturity at option—threefold security. For full details

Write for free booklet and monthly magazine "WORKING DOLLARS."

Manufacturers Commercial Co.

Capital \$1,000,000

299 1/2 Broadway New York City

PIONEER TRUST SAVINGS BANK
The enormous and rapid development of Wyoming makes it safe for us to pay 6 per cent.—the highest savings bank interest rate—because the legal interest rate in Wyoming is 8 to 12 per cent. Our stringent banking laws give you the same protection you get at home. Why be content with 3 to 4 per cent when we will pay you 6 per cent? Write today for booklet, also how to get miniature bank RDS. Pioneer Trust & Savings Bank 14 Pioneer Bldg., Basin, Wyo.

Confidence

LESLIE'S policy is constructive. It is based upon a desire to promote prosperity: To foster public confidence in our national industries: To upbuild business: And to create and disseminate optimism.

The result: A high grade clientele who believe in Leslie's and its constructive mission: A substantial class of readers in over 400,000 homes: A STRONG READER INFLUENCE.

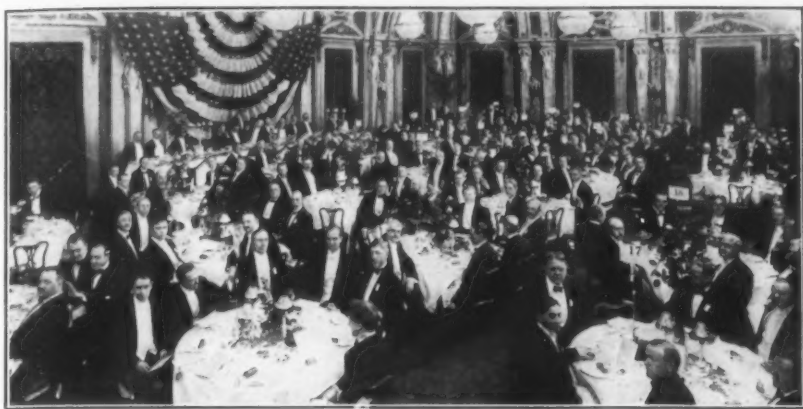
Leslie's reader influence means results for Leslie's financial advisers.

C. B. NICHOLS,

Advertising Manager

LESLIE'S WEEKLY

225 Fifth Avenue, New York City



PUBLICITY MEN ENTERTAIN PUBLISHERS.

Banquet given at the Hotel Astor, New York, to the periodical publishers by the Association of National Advertising Managers at which the important question of "price maintenance" was discussed. Patrick Francis Murphy acted as toastmaster, and addresses were made by Louis D. Brandeis of Boston; Prof. C. C. Arbuthnot, of Western Reserve University; Hon. Robert I. Bulkeley, member of Congress from Ohio; William H. Ingersoll of New York, and Henry B. Joy, President of the Packard Motor Car Company.

Jasper's Hints to Money-makers

(Continued from page 580.)

have your money at any time. As banks buy these certificates, they are becoming very popular with large and small investors. Write to the above company for a copy of their Free Booklet and Monthly Magazine entitled "Working Dollars."

L., Newport: I do not recommend the purchase of the stock of the Eastern Theater Co. as an investment.

B., Chelsea, Mich.: I do not advise you to buy as an investment the lots at Lincoln, N. J., recommended by Ostrander.

E., Donora, Pa.: I think well of Northern Pacific at present, though the market may not have reached bottom.

S., Detroit: Better keep your farm and let the other man keep his Monorail stock. It is not a good trade.

B., San Francisco: Ely Central Copper Co. is in the hands of a receiver. I can get no quotation.

W. R. W., East Orange, N. J.: The future of Nevada-Utah Mining & Smelting is purely speculative. If you want a speculation, make the deposit.

M., Brooklyn: 1. Furnace Creek Copper Co. is reported as "idle and moribund." 2. I doubt if the Peat Fuel Stock has value. 3. Better exchange your Chicago Union Traction and await developments.

F. J. M., Penacook, N. H.: Rock Island Common is not an attractive speculation at this time. American Ice has a better prospect. 2. If New England people would take a more enlightened view of their railroads, Boston & Maine would be a purchase at present.

R. R., Victoria, B. C.: I see nothing particularly attractive, from the investor's standpoint, in the stock of the United Smelters Company. The property has value, but much depends upon the manner in which it is developed.

7%, Omaha, Neb.: Pomroy Bros., members N. Y. Stock Exchange, 30 Pine St., New York, are highly recommending first preferred, 7% stocks. They have prepared a list for their customers in which investments of \$100 and upward can be made. Write to them for their Special List "M.-L."

G., Union City, Pa.: Of course every one is entitled to his own opinion regarding the investment of his own money. I believe in buying investment stocks that pay dividends. You believe in buying mining, oil and other stocks as a gambling proposition. Try your plan and see where you will come out.

M., Detroit: Shannon is a producer and with the better price of copper should be worth its selling price and more, unless business conditions are upset by the proposed tariff legislation. Amalgamated offers a better opportunity for speculation because of its activity and the excellence of its reports.

Clerk, St. Louis: Timber bonds pay a higher rate of interest because they are not as well known as railroad bonds. Some of the best yield 6%. The reasons why timber bonds attract investors are clearly set forth in an interesting booklet, published by George H. Burr & Co., bankers, 14 Wall Street, N. Y. Write to them for a copy.

Trustee, Portland, Me.: 1. Investments should only be made in well-guarded securities, of the better class. 2. Some of these will yield upwards of 5%. It would pay you to read the "Bond Talks," published by P.W. Brooks & Co., 115 Broadway, N. Y., for their customers. Write to them for their "Bond Talk X" and for the preceding leaflets. They will be sent to any of my readers without charge.

Real Estate, Haverhill, N. H.: 1. I advise you not to purchase the cheap lots offered you in New Jersey and on Long Island by parties who promise a good deal more than they can ever perform. 2. The 6% New York City Real Estate bonds to which you refer are issued by the New York Real Estate Security Co., 42 Broadway, New York, and are fully described in their "Booklet 43." Write for a copy.

B., Atlanta: The K. C. M. & O. Railroad is in the hands of a receiver. It requires capital for its proper completion and in the present condition of the money market, this may be difficult to obtain. The bonds at 33 are highly speculative and you may be able to even up at a lower price before the year is over, unless satisfactory

tariff and banking reform measures are passed at the extra session.

Eager, Jacksonville, Fla.: To learn the ways of Wall Street keep in touch with financial conditions from week to week. This will be educational and helpful. *The Weekly Financial Review*, published by J. S. Bache & Co., Bankers, 42 Broadway, New York, will be sent to any of my readers regularly without charge if they will write to Bache & Co. for it. Thousands of investors, including many bankers, all over the country, think very highly of this Review. It is one of the best.

Savings Bank, Harrisburg, Pa.: The low rate of interest paid by the savings banks is supposed to be offset by the greater security they give. If you feel that you ought to have a larger income, you might put a part of your savings in securities paying 6 per cent. First mortgage notes and bonds, in many cases, are now issued in denominations as low as \$100. Ashley & Co., 111 Broadway, New York, are highly recommending first mortgage notes on improved real estate, due in six months to five years. Write to them for their "Circular C-44."

Public Utilities, Boston: I believe in public utility bonds when well secured. Some are being offered at bargain prices, because of the general demand for money. My preference would be the bonds of corporations having perpetual and irrevocable franchises, for without this, the security might be impaired. Beyer & Co., "The \$100 Bond House," 55 Wall Street, New York, are highly recommending a 6 per cent. investment of this kind with bonds issued in denominations of \$100, \$500 and \$1,000. Write to them for their booklet "L-210."

Preferred, New Orleans: 1. Careful investors who want good returns on their money are turning to the preferred industrial shares of the better class, especially those that have no bonded indebtedness ahead of the preferred stock. 2. U. S. Light & Heating com. has recently been selling around \$11 and \$12 a share, and the preferred around \$63. As the latter pays 7 per cent. dividends it is attractive from the speculative standpoint, at least. Write to Slattery & Co., dealers in stocks and bonds, 40 Exchange Place, New York, for information, as they make a specialty of this stock.

One Share, Memphis, Tenn.: If, as you say, the stock market must some day take an upward swing and you want to speculate by "taking a chance in the lottery of Wall Street" there is no reason why you cannot do so. It is not customary to buy one share of speculative stocks like Union Bag & Paper and American Beet Sugar and American Ice, but you can buy single shares through houses that make a specialty of odd lots like John Muir & Co. They are members of the N. Y. Stock Exchange, 74 Broadway, N. Y. They will be glad to send you their free booklet "4-A" on "Odd Lot Investments."

M., Asheville, N. C.: 1. Favorable reports are made of the business of the American Public Utilities Company. Its earnings are said to be increasing. Its preferred stock may be classified as a fair industrial investment. 2. Both the Ray Consolidated and the Chino mining enterprises are reported as doing a big and profitable business. Chino is the larger undertaking, and its stock (par \$5) is selling now between \$39 and \$40. The par value of Ray Consolidated is \$10, and it is selling between \$18 and \$19. Neither is a good speculative investment as mining enterprises go. Thus far neither has paid a dividend.

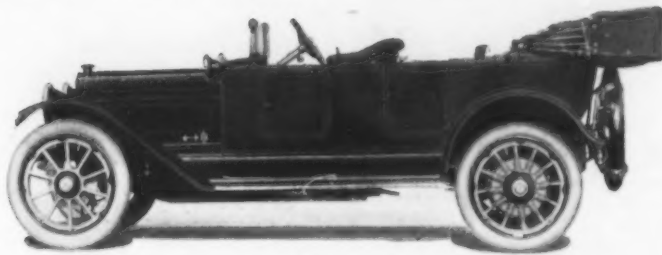
Higher Interest, Providence, R. I.: The higher the rate of interest, the greater the speculative element. Every investor ought to have before him a carefully compiled list of investment, semi-investment and speculative securities, showing what they cost and the rates of interest. Spencer Trask & Co., 43 Exchange Pl., N. Y., have just issued the Twenty-ninth Edition of their Circular on "Railroad and Industrial Stocks," describing 115 issues listed upon the New York Stock Exchange—all classified with interesting data. A copy of this circular can be had by any of my readers who will write to Trask & Co. for it and mention Jasper. It is worth keeping.

NEW YORK, May 22, 1913.

JASPER.

In answering advertisements please mention "Leslie's Weekly."

THE MAXWELL "50-6"



Maxwell 50-6 7-passenger, self-starting touring car, fully equipped \$2,350

IT'S ALL RIGHT TO SAY "handsome is as handsome does" but looks in a motor car is almost as important as performance.

BESIDES, graceful lines and beauty cost little more. It's more a matter of "know how" than of cost.

LOOK AT THE MAXWELL "50-6" shown here. Isn't she a beauty! And doesn't it convince you that it is possible today to get just as much in appearance as well as in power, speed and comfort, in the Maxwell Six at \$2,350, as it was two years ago in the best \$5,000 car then made?

BRUCE OTT, WHO DESIGNED THE BODY of the Maxwell "50-6" is recognized as the foremost automobile body designer. He considers the model his masterpiece. As for mechanical construction and performance—a ride will tell you more than we can.

WE ARE PROUD OF THIS MAXWELL "50-6." It represents the highest development of six cylinder design—the most advanced engineering practice in every detail, from the French type motor, cast "en bloc," to the latest American improvement—electric self-starting and lights.

FAULTLESSLY FINISHED, sumptuously appointed, liberally tired and splendidly made, we give you in this car all the luxury, all the silence, the sweetness and the satisfaction to be found in a big car only in a six—qualities you cannot obtain in a "converted four," but only in a six that has been designed from the ground up as a six by engineers who know and believe in the six principle.

If you haven't read "Two added to Four does not make (a) Six" let us send you a copy.

MAXWELL MOTOR COMPANY

INCORPORATED

Executive and Gen'l Sales Offices

DETROIT,

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A Tennis Court

By C. H. TAFFS



In Color
9 x 12
Double Mounted
on Heavy
Brown Mat
11 x 14

25 Cents

A LOVE GAME—HIS ADVANTAGE

Maybe you have played the game—
Perhaps you are playing it now.

In any event, you should have a copy of this attractive artist's proof in full color.

Framed and hung in your living room or den it will make a pleasing decoration.

Every club house ought to have this picture on the wall.

Send 25c and the picture will be sent you by return mail, postpaid.

LESLIE-JUDGE CO. 225 Fifth Ave.,
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MARINE ENGINES

Strictly high grade engine, with Planchard or Schaeffer cast-iron, water and spark pump commutator, flange coupling electric circuit breaker, patented gas tight bearings, bronze propellers, Plan-steel coil and equipment complete.

2 H.P., \$ 50 10 H.P., \$150
4 H.P., 75 18 H.P., 250
7 H.P., 100

Magnificent 1913 Marine Engine Catalog

Truck and Hand-car Engines

Our "Casey Jones" Engine makes a motor truck out of your push cart or a motor car out of your old hand car. For railroads, factories, lumber yards, farmers, etc. Get prices and catalog of this line also.

NORTHWESTERN MOTOR CO.
756 Spring Street, Eau Claire, Wis.

Warning to Motor-Boatmen

Get a Baldridge Reverse Gear. The "Baldridge" guards you against "smash-ups." Simply move a lever to stop, reverse or go ahead. Engine doesn't stop. The unbroken main shaft prevents usual gear troubles. Fully enclosed. Thousands in use.

THE BALDRIDGE GEAR CO. 669 W. Grand Blvd., Detroit, Mich.

GO INTO THE MOTION PICTURE BUSINESS

YOU CANNOT BEAT IT FOR MAKING BIG MONEY QUICK. Send for this book—it tells how you can start with a small capital, explains everything pertaining to the business and how to conduct it profitably, illustrates and describes the proper machines and outfits to use. It's a regular guide for anyone contemplating entering in this big money-making business, or who want to buy machines, film, accessories, etc., on the payment plan. Sent free upon request.

P. & W. Sales Co., 805 Com Bldg., Chicago

FREE "Linene" COLLAR

State size and whether you want high or low collar. We will send sample so you can prove comfort and economy.

REVERSIBLE COLLAR CO.
DEPT. F, BOSTON, MASS.

SONG POEMS WANTED

We pay hundreds of dollars a year to successful song writers. Send us Your Work today. With or without music. Acceptance guaranteed, if available. Large book FREE.

DUGDALE CO., Dept. 218 N, Washington, D. C.

Do Your Printing!

Cards, circulars, books, newspaper, Press 15. Larger, \$18, Rotary \$60. Save money. Big profit printing for others. All easy, rules sent. Write factory for press catalog, TYPE, cards, p. per, outfits, etc. THE PRE SS CO., Meriden, Conn.

AT LAST

—An Atlas that can be carried in a hand-bag and yet containing large, complete maps.

—An Atlas that will fit the shelves of the ordinary bookcase, but so flexible and compact that it can be examined while held in one hand.

Such a book of reference has been a long-felt want, because everyone objects to large, bulky atlases, while the maps in the smaller ones are incomplete and illegible.

Here, at last, is the atlas you need! It is only 9 x 7 inches in size—smaller in length and width than the ordinary monthly magazine—but its maps are large, reliable, up-to-date and legible:

—An Atlas that will fit the shelves of the ordinary bookcase, but so flexible and compact that it can be examined while held in one hand.

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Joys of Ocean Travel

(Continued from page 568.)

gymnasium, and exercise just as well as if you were at your club. At first the ship gymnasiums had only Swedish vibrators, but now they have all the up-to-date paraphernalia to be found in any gymnasium. At certain hours of the day the gymnasium is open to women. With the gymnasium putting blood into your arteries and the fresh sea air coming into your lungs you can't help feeling better.

Somebody has gone ahead and thought out about every possible worry that will come to an ocean traveler and found an antidote for it. If you walk the deck until your feet give way, you can have them mended. If you are too tired to go to the chiropodist he will bring his repairing kit and come to your stateroom. If you must get some letters off by the first mail after landing, you can have them written while you are still on shipboard. All you have to do is to go to the public stenographer and she will take your dictation and hand you back neatly typed letters.

After night has thrown its black cloak over the face of the sea, fun and enjoyment still go on. Once during the voyage the ship's stewards usually put on some kind of an entertainment in the theatre. Yes, a modern ship has a neat little theatre—and not so little at that, being larger than the average moving-picture house. One line makes a specialty of having its stewards put on a minstrel show, and the passengers all agree that they have paid big money to see poorer productions. One steward graduated from a ship to a regular minstrel troupe. There is an understanding between the steamship companies that they shall not hire talent to entertain the passengers; but as there is usually some professional talent on board, the theatre is lighted up every night. Every passenger who can "do something"—whistle, dance or tell stories—comes out and does his turn. Often there is a well-known star on board who, after a little coaxing, will "oblige," as they call it.

During the day plenty of quiet enjoyment may be had if you don't want to take part in the games. There is an open-air cafe where you may sit with nothing above you but the ethereal blue, drinking in the air and your cordials. Or you may sit in the winter

garden. It is fixed up with glass sides so that the sun can get in, and has flowers and palms and luxurious seats.

If you get up in the morning feeling run down at the heel and don't want to shave yourself, you can get on the elevator and go down to the barbershop. Yes, that's right—take the elevator. It's a poor ship these days that hasn't an elevator. There is one set for passengers and other "lifts" for the ship's crew and servants. In the barber-shop you can get as comfortable a shave as you can in St. Louis. The barber will use a straightback—the ship runs that steadily.

Sea-sickness is passing. The ship keeps such an even keel now that the old terror has hidden its face. The newest invention to make the ship sail smoothly is "compensating tanks." Only in a storm is serious unsteadiness felt nowadays.

If anything should go wrong with your inside workings, the ship people have made plans in anticipation. If you eat too much candy, all you have to do is to step to the telephone in your berth and call the ship's doctor. Every room is connected by telephone, and before you get your bathrobe on he is there, medicine case in hand.

Dickens' eyes would stand out like shoe-buttons if he could come over on one of the new ships. The trunk room in the Imperial suite is bigger than his state-room was!

The Newsboys' Helper and Friend

(Continued from page 576.)

be home again in a few days. A couple of private detectives (and the boys have their own) were detailed and within a few hours the runaway boy was located in a neighboring barn waiting for night, under cover of which he would make his escape. The youthful sleuths by throwing stones and tin cans at night frightened the runaway out of this barn, and later out of two others, and he was glad to get back home. That runaway afterward became one of "Gunck's" confidential and reliable "trusties" and to-day is the cashier of a splendid commercial organization.

Hundreds of stories regarding the trustworthiness of "Gunck's boys" could be told. Over fifty thousand dollars in valuable property—jewelry, money, not including deeds, mortgages, checks, notes, horses, wagons, automobiles, etc.—have been found by the boys and turned in or reported to headquarters. One of the most remarkable finds was that of a lost baby. One hundred bright-eyed alert newsboys were detailed upon the case within ten minutes after the alarm was sent in and the child was quickly found. A boy or a girl receives a roll of honor badge and certificate for property found and returned—and every case is recorded—with higher honors awaiting each. Over one thousand such badges and certificates have been issued.

The newsboys' band marched in the first inaugural parade of President Roosevelt—I was present and saw them coming up Pennsylvania Avenue attracting much favorable comment. The boys who played in that band are to-day among the leading orchestra men of Toledo.

"Ask me about Toledo" is an auxiliary department work. Every member volunteers to memorize important statistics about Toledo and wears a badge inscribed "Ask me about Toledo." Those boys are walking encyclopedias about Toledo and the stranger finds them a great convenience. The association has a splendidly equipped building, with many bath tubs and swimming pools, and every boy is compelled to take a bath twice a week. There is a play room with all kinds of games, a fine library, reading room, a gymnasium and outdoor playground. Every department is in charge of boys, the entire institution is run by the boys.

Eight young men—the most active members of the association and familiar with the Ohio Juvenile Court laws—were appointed probation officers, without pay, by the Judge of the Juvenile Court. These probation officers form the executive cabinet, in which Mr. Gunckel sits as an advisory member. The court of investigation—with its judge, recorder, probation officers and others that have been tried and found dependable—transacts all the affairs of the society and Mr. Gunckel sits with them only in an advisory capacity.

The plan of the association is self-government, officered by boys for the boys and girls for the girls. Within the past fifteen years nearly three thousand boys have graduated through this institution from the lot practically of outcasts upon the streets to positions of honor with good pay in banks, manufacturing concerns, mercantile and other legitimate lines of business.

Mr. Gunckel is practically carrying the great load alone, with reference to the National and International organizations. Last year he traveled into twenty different States, and perfected twenty different organizations: But to quote Mr. Gunckel, "It's slow work, it's hard work. If I could only secure financial help, I could work faster and more independently. I ask nothing for myself. I give all for the boys and the girls."

Staging 1913's Terrific Speed Contest at Indianapolis

(Continued from page 566.)

race and the handling of the immense crowd that enabled the five hundred mile speed event to be run last year without a single serious accident, will be enforced this year under the direction of the same efficient officers. And not only are life and limb safeguarded, but pocketbooks as well, for the detective force on the ground has been able to stamp out practically all of the "shady" operations of the hundreds of gamblers, pickpockets, confidence men, and other undesirable who usually haunt every large outdoor gathering of a similar nature.

Taken all in all, many features attendant upon the management and conduct of this race make it the most remarkable sporting event of the times, and in the possession of the public spirited men who could conceive, construct and manage this mammoth undertaking, the Middle West has reason to feel proud.

Following is a table of the cars that have been entered, their size, and the names of the men who will pilot them throughout the greater part of the race:—

Car	Cyl.	Horse	Stroke	Displace.	Driver
Stutz	4	4	5 1/2	387	Anderson
Stutz	4	4	5 1/2	387	Merz
Nyberg	6	4	5 1/2	387	H. Endicott
Keeton	4	5 3/32	5 1/2	387	Burman
Mason	4	4 5/16	6	350.5	Evans
Mason	4	4 5/16	6	350.5	Towers
Unknown	4	4	5 1/2	387	Heer
Stutz	4	4	5 1/2	387	Guyot
Sunbeam (a)	6	3.54	6.29	380.8	Knipper
Henderson	4	4 5/16	6	350.5	Wilcox
Fox Special	4	4 3/4	5.5	389	Adams
Smalls	4	3.5	5	192.4	Goux
Peugeot (b)	4	4.4	7.2	448	Zucarelli
Peugeot (b)	4	4.4	7.2	448	Liesaw
Amel	4	4.5	5	318.1	Jenkins
Schacht	4	4 7/8	8.5	410.6	DePalma
Mercer	4	4.8	6 3/16	447.0	Bragg
Mercer	4	4.8	6 3/16	447.9	Wishart
Mercer	4	4.37	5	299.7	Pilette
Mercedes Knight (c)	4	3 5/16	5 1/2	250	Pennebaker
Mercedes Knight	4	5 1/8	5 3/8	443.5	Pennebaker
Tulsa	4	4 3/4	5.5	389.9	Clark
Mercedes (d)	4	4.4	7 1/8	440.3	Mulford
Isotta (d)	4	4.6	6	443.86	Grant
Isotta (d)	4	4.6	6	443.86	Tetzlaff
Isotta (d)	4	4.6	6	443.86	Trucco
Case	4	5.1	5.5	449	Dishrow
Case	4	5.1	5.5	448	W. Endicott
Case	4	5.1	5.5	449	Nikrent
Unknown	4	4	5 1/2	387	Haupt
Mason Special	4	4 5/16	6	350.5	Haupt

(a) English (b) French (c) German (d) Italian Entries

In the issue of LESLIE'S WEEKLY for June 12th will appear a complete description of this 500-mile race written by Homer McKee, whose graphic and thrilling story of last year's event will be well remembered by our readers. The article will be profusely illustrated by photographs taken by our special artist, who will make sure that no important event or incident will go unrecorded.

Recent Deaths of Noted Persons

BISHOP WILLIAM C. DOANE, of the Albany (N. Y.) diocese of the Protestant Episcopal Church, died at New York on May 17th, aged 81. He was one of the most widely known and influential churchmen in the United States. He was made a bishop when only 37 years old. He was the son of Rev. Dr. George Washington Doane, former Bishop of New Jersey. He founded the St. Agnes School for girls and established the Cathedral of All Saints in Albany.

Bishop W. C. DOANE, former Congressman from Virginia, and at one time Minister to Brazil, died on May 12th, near Princess Anne, Md., aged 67. Mr. Doane was a noted lawyer, statesman and author. He was the son of a former Governor of Virginia. He served in the army of the Confederacy and bore Lee's message to Jefferson Davis stating that the Confederate Army could hold out no longer.

JOHN HAYS GARDINER, an educator of repute, an author and formerly a professor at Harvard University, died on May 16th, in Boston, Mass., in his 51st year.

WILLIAM HARVEY BROWN, a noted American naturalist, author and soldier, whom England honored with a concession of 15,000 acres of land in Rhodesia in recognition of valued services, after he had become a British subject, died on April 5th, in Rhodesia, South Africa.

WILLIAM HENRY LARRABEE, lawyer, editor and author, died at Plainfield, N. J., May 12th, aged 68.

ALFRED DE FOVILLE, a noted French economist and permanent Secretary of the Academy of Moral and Political Sciences, died on May 14th at Paris, aged 70.

STEPHEN DUDLEY FIELD, a nephew of Cyrus W. Field, of Atlantic Cable fame, died at Stockbridge, Mass., on May 18th, aged 67. He was an inventor of international repute, the most widely known of his inventions being the first trolley car, the telephone call box and the electric elevator.

POLICE SERGEANT EDWARD NOLAN, formerly a noted baseball pitcher, died at Paterson, N. J., May 18.

Mrs. JOHN WOODROW, favorite aunt and oldest relative of President Woodrow Wilson, died at Denver, Col., May 18, aged 81.

HORACE G. BURT, former president of the Union Pacific Railroad, died at Chicago, May 19th, aged 64.

HAMMOND'S COMPREHENSIVE ATLAS

Each state and country has devoted to it one or more double-page maps—some have as many as four, thus presenting a surface measurement of 18 x 22 inches. The maps are beautifully printed in color on durable high-finished paper. In addition to the maps, the atlas contains a gazetteer, giving interesting details of the great trade centers, places of historic interest, resorts, etc., and the book concludes with an index of cities together with latest population statistics. There are 512 pages in all.

To the Readers of Leslie's this compact innovation in atlas-making has an especial appeal. It is a necessity to those readers who travel abroad or through this country because it can be easily carried in satchel or valise. It is equally essential to those readers of this magazine who take "armchair journeys" through its pages, because the convenient size permits it to be kept within easy reach. For either class of readers, a frequent reference to the Comprehensive Atlas will double the entertaining and instructive value of the "trip." Our Special Introductory Offer therefore is extended to those readers, who appreciate the value of such a work. We want people everywhere to know of this new book and have chosen the readers of Leslie's to promote its publicity by their purchase and frequent use of it. Therefore, we extend a

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Gentlemen—Please comply with the request in paragraph—given below:
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Full flexible leather, gold stampings, round corners, colored edges—\$3.00 until July 1st.
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To encourage prompt remittances, we will distribute, free of charge, 500 copies of our new Parcel Post Guide (150 pages 6x8 inches) to those who order IMMEDIATELY, attaching bills, check or money-order to the coupon and mailing it at once.

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Leslie's Fifty Years Ago

Illustrations, News Items, and Comment Printed in the Early Days of 1863

May, 1863.

The manufacture of tar has been commenced by the Norwegian settlers at Grand Traverse, Mich., and the first consignment of 15 barrels found ready sale at \$1 per gallon in the Chicago market.

On the 11th May, Gen. Lee announced the death of General T. J. ("Stonewall") Jackson.

Forty thousand invalids, widows' and navy pensions have been asked for since the passage of the act granting pensions for the present war. The widows' applications amount to 19,000.

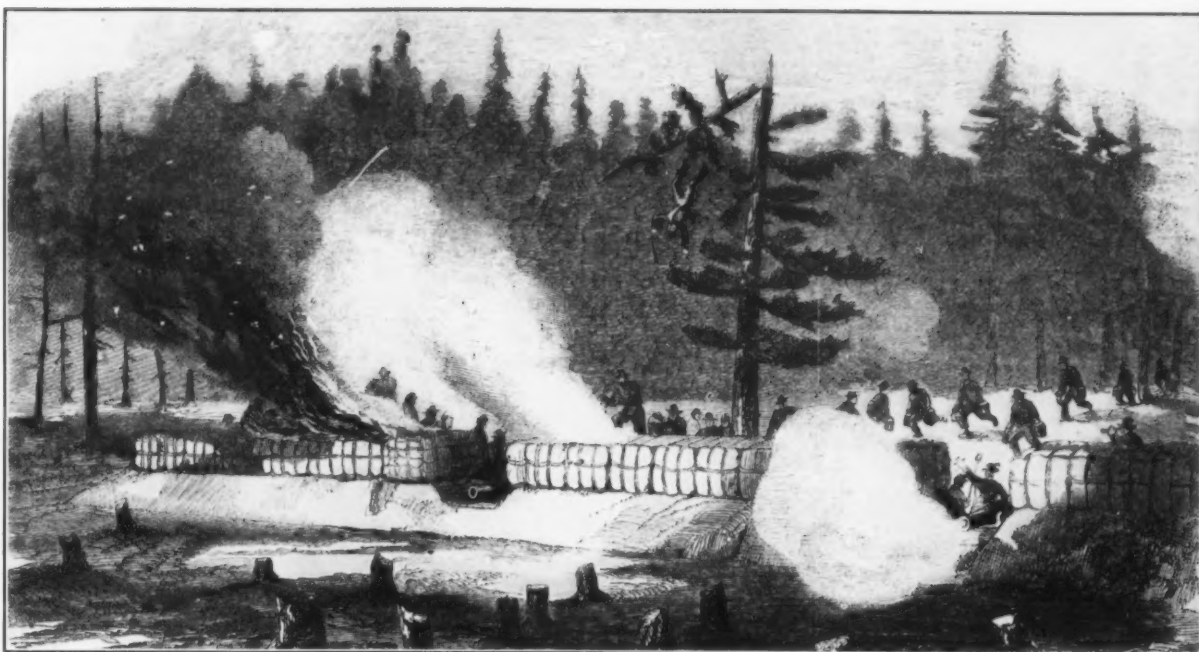
The Empress Eugenie is taking great interest in personally preparing Fontainebleau for the Prince of Wales and his bride. An apartment is being furnished in the Chinese fashion, and the rooms intended for the Prince and Princess will display that splendor and good taste which are peculiar to France. The old friend of the Emperor, Count Arese, has sent a Venetian gondola which will be placed on the waters of the magnificent gardens.

A life of Victor Hugo by his wife is soon to be published in London. The idea of a wife publishing her husband's biography before his death is novel.

At a school room in Hartford, Conn., the following rules are posted up: "No chewing tobacco in school hours. No kissing or squeezing the girls in the entry. No snapping apples at the master. No cutting benches with jack-knives. No novels allowed to be brought to school."

The Independent, Beecher's paper, magnanimously says of Gen. "Stonewall" Jackson, "Henceforth we know him no more after the flesh. He is no longer a foe. We think of him now as a noble-minded gentleman, a rare and eminent Christian! For years he has been an active member of the Presbyterian Church, of which he was a ruling elder. He never, in all the occupations of the camp, or temptations of campaigns, lost the fervor of his piety, or remitted his Christian duties. Let no man suppose the North will triumph over a fallen son with insulting congratulations! Nowhere else will the name of Jackson be more honored. Not for adhesion to the cause of slavery, but for his untarnished personal character, for his devout piety and for his military genius."

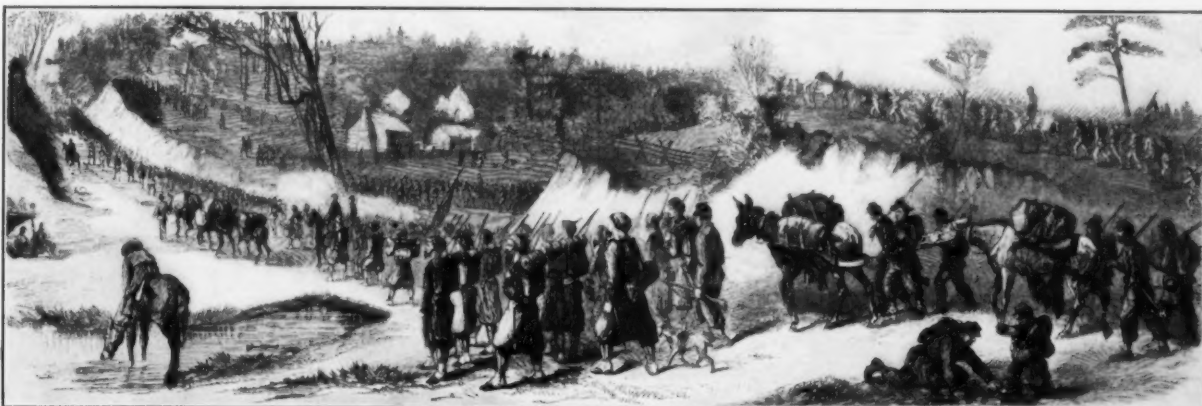
The feat of removing entire a large chimney 100 feet high the distance of 150 feet has just been successfully accomplished at Worcester, Mass.



Destruction of a Confederate cotton battery, set in the woods, across the Tar River from Washington, N. C., where the Northern forces had a stronghold



General Hooker's Headquarters, Chancellorsville, Va.



The Army of General Hooker on the march to the battlefield, Chancellorsville



The desperate conflict at the height of the battle of Chancellorsville

On May 2-4, 1863, in the peaceful valley of the Rappahannock River in the little township of Chancellorsville, about 55 miles north of Richmond, was fought one of the bloodiest battles of the great American conflict. The Federal forces, under General Hooker, 130,000 strong, were badly defeated by the Confederates under General Lee, although only 60,000 in number. After the battle of Fredericksburg the contending armies lay in camp. Hooker by skillful maneuvering massed a large part of his command on Lee's left flank, but unwisely withdrew and awaited the attack which Lee quickly launched. Although so largely outnumbered, Lee's able generalship and the famous "Stonewall" Jackson's strategy won the day. The Union forces lost 17,200 and the Confederates 12,400. Hooker was injured in the engagement and the able Jackson was mortally wounded by his own men, and died a week later. The battle availed little in decisive results except that it left the Confederate forces in full command of the country surrounding their capital and which was the ultimate goal toward which the Northern troops were tending.

May, 1863.

Hawkins' Zouaves, having faithfully served their term of two years, returned to New York on the 5th of May. They were escorted by the 12th Regiment N. Y. S. M. They went out with 1,046 and returned with only 420 men, the rest having fallen on the field. They have been in 11 battles, including South Mountain, Antietam and the fearful slaughter of Fredericksburg.

Mr. Boutet, a French engineer residing in Brussels, has unveiled a machine which, it is said, is likely to do away with the employment of steam as a motive power. The machine is worked by hydraulic power, the principle being applicable alike to locomotives and stationary engines. Experiments just made with it at Brussels have been attended with complete success.

Longfellow's eldest son is 2nd Lieutenant in a Massachusetts Regiment, and Oliver Wendell Holmes is a 1st Lieut. The latter has been wounded three times.

Everything is cheap in Japan. A first class house can be purchased for \$30. Servants work for 50 cents a month. For the use of a horse and groom \$1.50. A person can live comfortably in Japan for 2 cents a day or 14 cents a week.

The Telegraph, of Barcelona, gives a strange account of an apparatus for flying in the air, invented by a farm laborer named Orujo, residing near Malaga. It consists of fans attached to the heels, and large wings, extending from the shoulders to the waist and moved by the hands. The inventor, the above-named journal states, has already risen to a height of 200 yards, and moved about in all directions, even against the wind. He has also performed the distance of a league in less than a quarter of an hour.

A German paper says that 23 MS compositions of Mozart, in his own hand, have been found in Berlin lately.

A play is being acted just now at the Victoria Theatre in London called "The Engineer's Perseverance," in which, we are told, the early career of George Stephenson finds suitable and effective illustration. It was Stephenson who said that "The heat we get from coal is due to the bottled-up sunbeams of centuries ago." This remark, spoken by Geordie Evanson in the play, is much applauded.

A clergyman in Indiana County, Pa., has been debarred from the communion table all who in his opinion are "disloyal."

The grain shovellers have struck for higher wages at Buffalo.

The Car You Won't Regret

By R. E. Olds, Designer

I have built some 65,000 cars for men who are glad they bought them.

Each at the time marked the best I knew. But every year has taught me something better.

Now in Reo the Fifth—after 26 years—I am offering a car which the longer you own the more highly you'll come to regard it.

Not an Ordinary Car

We build this car by standards of our own. They are uncommon standards, and men call them extreme.

They are extreme, if you seek satisfaction for a few months only, or cling to macadam roads.

They are not extreme if, year after year, on all sorts of roads, you want a car to hold up and keep new.

Things We Do

We give to all driving parts a margin of safety, not less than 50 per cent. All our tests are designed to apply to a 45-horsepower car.

To make utterly certain, we have steel made to formula. And we analyze it twice.

We prove our gears in a crushing machine of 50 tons' capacity. We test our springs for 100,000 vibrations.

We prove each engine by five radical tests, requiring 48 hours altogether. Each engine, after testing, is taken apart and inspected.

We double heat our carburetor—use a \$75 magneto.

We use big brakes, big springs, a smokeless oiling system, a costly centrifugal pump.

Our upholstery is genuine leather, filled with the best curled hair. Never was a car more carefully finished.

All this to save you many times as much, by reducing cost of upkeep.

Features Essential in an Up-to-Date Car

The latest models of the leading cars have these important features:

Left-side drive.
Center control.
Electric lights.
Set-in dash lights.
Oversize tires.

These are all coming features already adopted by cars which dominate. The lack of them, in a very short time, will mark a car out-of-date. In buying a 1913 model one should see that these features are in it.

from either side. He is never compelled to dismount in the street.

No other 1913 model has anything like this control.

The Reo Price

You wonder, perhaps, how a car built like this can be sold at the Reo price. The main reason is this: We build only one model. Every machine, every tool is adapted to this one car. We save in this way about 20 per cent.

Then we build all our own parts. And the Reo factory, among engineers, is noted for efficiency.

Our extremes cost us \$200 per car, but we save it in factory economies. The result is a car built like costly cars, yet selling for \$1,095.

A thousand dealers sell Reo the Fifth. One can find them everywhere. If you don't know the nearest, write us. Catalog on request.

Things We Use

We use in this car 15 roller bearings, 11 of which are Timkens. Common ball bearings cost one-fifth as much.

We use 190 drop forgings, at twice the cost of steel castings. This avoids the risk of flaws.

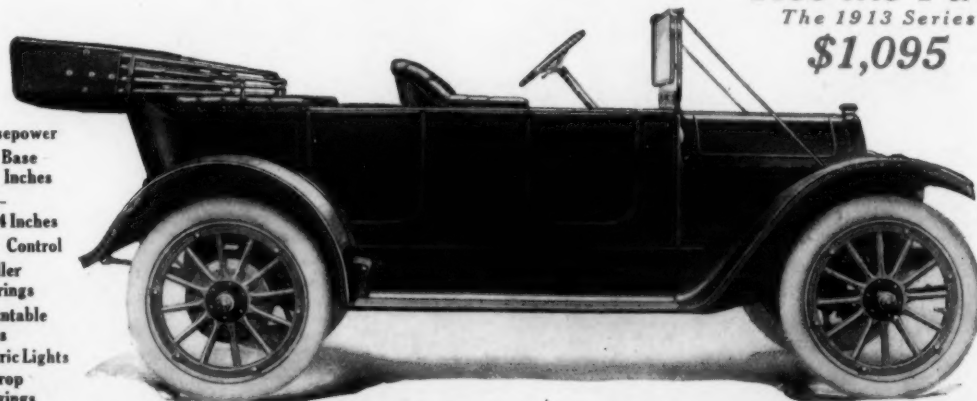
We use oversize tires at an extra cost of \$60 per car.

One-Rod Control

In Reo the Fifth, the center control consists of one rod, entirely out of the way. All the gear shifting is done by moving this rod only three inches in each of four directions. It's as simple as moving the spark lever.

There are no side levers, no center levers. Both brakes are operated by foot pedals. So the driver enters

30-35
Horsepower
Wheel Base
112 inches
Tires—
34x4 inches
Center Control
15 Roller
Bearings
Demountable
Rims
3 Electric Lights
190 Drop
Forgings
Made with 5
and 2-Passenger
Bodies



Reo the Fifth
The 1913 Series
\$1,095

Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, Prest-O-Lite gas tank for headlights, speedometer, self-starter, extra rim and brackets—all for \$100 extra (list price \$170). Gray & Davis Electric Lighting and Starting System at an extra price, if wanted.

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